

NACOmatic

Effective: 17-December-2009

Expires: 14-January-2010

Your Ad Here

~80,000 Page views/month

Contact:

Doug Ranz

248-318-0011

NACOmatic@hotmail.com

Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: <http://naco.faa.gov/index.asp?xml=naco/onlineproducts>

Copyright

This compilation is protected by US copyright laws and international copyright treaties.

Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

TN Min Alt#1	-	4
TN Min Rdr#1	-	7
TN Min TO#1	-	9
0A3	-	268
0A9	-	79
0M3	-	90
0M4	-	36
0M5	-	308
1M5	-	245
2A0	-	70
2A1	-	101
2M2	-	123
2M8	-	182
3M7	-	121
6A4	-	191
8A3	-	134
APT	-	102
AYX	-	293
BGF	-	310
BNA	-	200
CHA	-	41
CKV	-	51
CSV	-	67
DKX	-	104
DYR	-	75
EOD	-	54
FYE	-	281
FYM	-	80
GCV	-	88
GHM	-	39
GKT	-	260
GZS	-	247
HDI	-	59
HZD	-	93
JAU	-	95
JWN	-	231
LUG	-	129
M01	-	141
M02	-	72
M04	-	66
M08	-	25
M33	-	85
M53	-	92
M54	-	125
M91	-	287
MBT	-	193
MEM	-	143
MKL	-	96
MMI	-	22
MNV	-	137
MOR	-	189

MQY	-	270
MRC	-	62
NQA	-	185
PHT	-	242
PVE	-	131
RKW	-	250
RNC	-	139
RVN	-	252
SCX	-	238
SNH	-	254
SRB	-	283
SYI	-	262
SZY	-	257
TGC	-	290
THA	-	296
TRI	-	27
TYS	-	106
UCY	-	304

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ASHLAND, KY

ASHLAND RGNL RNAV (GPS) Rwy 10¹
RNAV (GPS) Rwy 2¹
VOR Rwy 10²

NA when local weather not available.

¹Category C, 900-2½; Category D, 900-2¾.

²Categories A, B, 1000-2; Categories C, D, 1000-3.

BOWLING GREEN, KY

BOWLING GREEN-WARREN

CITY RGNL RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR-A

NA when local weather not available.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES

RGNL TN/VA ILS or LOC Rwy 5, 900-2¾
ILS Rwy 23, 1000-3

NA when control tower closed.

CHATTANOOGA, TN

LOVELL FIELD ILS or LOC Rwy 2¹²
ILS or LOC Rwy 20¹²
RADAR-1³⁴
RNAV (GPS) Rwy 2³⁵
RNAV (GPS) Rwy 15¹⁶
RNAV (GPS) Rwy 20⁵⁷
RNAV (GPS) Rwy 33¹³
VOR Rwy 33¹³

¹NA when control tower closed or when local weather not available.

²ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

⁴NA when control tower closed.

⁵NA when local weather not available.

⁶Category C, 800-2½; Category D, 800-2¾.

⁷Categories A,B,C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

CLARKSVILLE, TN

OUTLAW FIELD RNAV (GPS) Rwy 35
NA when local weather not available.

COLUMBIA/MOUNT PLEASANT, TN

MAURY COUNTY RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR/DME-A

NA when local weather not available.

Category D, 800-2¼.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY

INTL ILS or LOC Rwy 9
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R

ILS, Category D, 700-2.

COVINGTON, TN

COVINGTON MUNI RNAV (GPS) Rwy 1
NA when local weather not available.

DYERSBURG, TN

DYERSBURG RGNL RNAV (GPS) Rwy 4¹
RNAV (GPS) Rwy 22¹
NDB-A²
VOR-A¹
VOR/DME Rwy 4¹

¹NA when local weather not available.

²NA when FBO closed or local weather not available.

ELIZABETHTON, TN

ELIZABETHTON MUNI RNAV (GPS) Rwy 6
NA when local weather not available.
Categories A,B, 1700-2; Category C, 1700-3.

NAME ALTERNATE MINIMUMS
FRANKFORT, KY
CAPITAL CITY **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

GLASGOW, KY
GLASGOW MUNI **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
VOR/DME Rwy 7
NA when local weather not available.
Category D, 900-2½.

HENDERSON, KY
HENDERSON
CITY-COUNTY **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

JACKSON, TN
MC KELLAR-
SIPES RGNL **ILS or LOC Rwy 2¹**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
NA when local weather not available.
¹NA when control tower closed.

KNOXVILLE, TN
MC GHEE-TYSON **ILS or LOC Rwy 5L¹**
ILS or LOC Rwy 23R¹
RNAV (GPS) Rwy 23R²
RADAR-1³
¹ILS, Category D, 700-2.
²Category D, 800-2¼.
³Category E, 1000-3.

LEXINGTON, KY
BLUE GRASS **ILS or LOC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR-A
NA when local weather not available.

LONDON, KY
LONDON-CORBIN COUNTY-
MAGEE FIELD **ILS or LOC Rwy 6¹**
RNAV (GPS) Rwy 6²
RNAV (GPS) Rwy 24²
VOR Rwy 6²
NA when local weather not available.
¹ILS, LOC, Category C, 900-2½; Category D, 900-2¼.
²Category C, 900-2½; Category D, 900-2¼.

NAME ALTERNATE MINIMUMS
LOUISVILLE, KY
BOWMAN FIELD **RNAV (GPS) Rwy 24**
NA when local weather not available.

LOUISVILLE INTL
STANDIFORD FIELD **ILS or LOC Rwy 17L¹**
ILS or LOC Rwy 17R¹
ILS or LOC Rwy 35L²
ILS or LOC Rwy 35R²
RNAV (GPS) Rwy 29³

¹Categories A,B, 900-2; Category C, 900-2¼;
Category D, 900-3.
²Categories A,B, 900-2; Category C, 900-2¼;
Category D, 900-2¼.
³Category D, 800-2¼.

MEMPHIS, TN
MEMPHIS INTL **ILS or LOC Rwy 9**
ILS or LOC Rwy 18C
ILS or LOC Rwy 18L
ILS or LOC Rwy 18R
ILS or LOC Rwy 27
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R
ILS, LOC, Category E, 800-2¼.

MIDDLESBORO, KY
MIDDLESBORO-
BELL COUNTY **RNAV (GPS)-A**
NA when local weather not available.
Category A, 1700-2; Category B, 1800-2.

MILLINGTON, TN
MILLINGTON
RGNL JETPORT **ILS or LOC Rwy 22¹²³**
RNAV (GPS) Rwy 4³⁴
RNAV (GPS) Rwy 22⁴⁵
VOR/DME or TACAN Rwy 22⁴⁵
¹NA when control tower closed or when local weather not available.
²NA when local weather not available.
³ILS, Category E, 700-2½; LOC, Category E, 800-2½.
⁴Category E, 800-2½.

NASHVILLE, TN
JOHN C TUNE **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
Category D, 1000-3.
NA when local weather not available.

NASHVILLE INTL **ILS or LOC Rwy 2C¹**
RNAV (GPS) Y Rwy 2L²
¹ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¼.
²Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

OWENSBORO, KY

OWENSBORO-DAVIESS

COUNTY ILS or LOC Rwy 36¹
RNAV (GPS) Rwy 36³
VOR or GPS Rwy 18³
VOR Rwy 5²
VOR Rwy 18³
VOR Rwy 36³

NA when control tower closed.

¹ILS, Category C, 800-2; Category D, 800-2½.

LOC, Category D, 800-2½.

²Category C, 800-2½; Category D, 800-2½.

³Category D, 800-2½.

PADUCAH, KY

BARKLEY RGNL ILS or LOC Rwy 4¹
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR Rwy 4

NA when local weather not available.

¹NA when tower closed.

PRESTONSBURG, KY

BIG SANDY RGNL RNAV (GPS) Rwy 21
NA when local weather not available

ROCKWOOD, TN

ROCKWOOD MUNI RNAV (GPS) Rwy 22
VOR/DME Rwy 22

NA when local weather not available.

SHELBYVILLE, TN

BOMAR FIELD-
SHELBYVILLE MUNI RNAV (GPS) Rwy 18
RNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 36¹
VOR Rwy 36

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SMYRNA, TN

SMYRNA ILS Rwy 32¹³
NDB Rwy 32¹²
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 32²
VOR/DME Rwy 14²
VOR/DME Rwy 32²

¹NA when control tower closed.

²NA when local weather not available.

³ILS, Category D, 700-2.

SOMERSET, KY

LAKE CUMBERLAND

RGNL ILS or LOC/DME Rwy 5¹
RNAV (GPS) Y Rwy 5²
RNAV (GPS) Z Rwy 5²
RNAV (GPS) Rwy 23³

NA when local weather not available.

¹ILS, Category A, 700-2; Category B, 800-2;

Category C, 800-2½; Category D, 900-2¾.

LOC, Category C, 800-2½; Category D, 900-2¾.

²Category C, 800-2½, Category D, 900-2¾.

³Category C, 800-2½, Category D, 800-2½.

UNION CITY, TN

EVERETT-STEWART RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19

NA when local weather not available.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY

COUNTY RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 20
VOR/DME Rwy 20²

NA when local weather not available.

¹Categories A, B, 1300-2; Categories C, D, 1300-3.

²Category D, 900-3.

RADAR INSTRUMENT APPROACH MINIMUMS

CAMPBELL AAF (KHOP), (FORT CAMPBELL), KY (Orig 08353 USA)

RADAR¹¹ - (E) 134.350x 237.5x 395.9x 258.3x 290.9x ▽ ELEV 572

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
RADAR-1¹³						
ASR	5 ^{1 4 8 10}		ABC	940-1	384	(400-1)
			DE	940-1¼	384	(400-1¼)
	23 ^{5 9 10}		AB	980/40	408	(500-¾)
			CD	980/50	408	(500-1)
			E	980/60	408	(500-1¼)
CIR¹²	5-23		A	1020-1	448	(500-1)
			B	1040-1	468	(500-1)
			C	1040-1½	468	(500-1½)
			DE	1140-2	568	(500-2)
RADAR-2						
PAR	5 ^{1 2 3 4}	3.0/50/941	ABCDE	756-¾	200	(200-¾)
	23 ^{2 3 5}	3.0/55/1143	ABCDE	772/40	200	(200-¾)
	36 ^{1 3 6 7}	3.0/45/814	ABC	808-1	250	(300-1)

¹Apch not auth when R-3701, R-3702A in use. ²FAF 4.9 miles from threshold. ³Glideslope intercept altitude 2200. ⁴Final approach course 045. ⁵Final approach course 225. ⁶FAF 5.0 miles from threshold. ⁷Final approach course 360. ⁸Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240. ⁹Recommended altitude 4 miles: 1880, 3 miles: 1580, 2 miles: 1260. ¹⁰FAF 5.0 miles from threshold, minimum altitude 2200. ¹¹Lost Comm: As directed by ATC on initial contact. ¹²Circling NA SE of Rwy 5-23.

Missed Approach:

Rwy 5: Climb to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

Rwy 23: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

Rwy 36: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

¹³Radar Missed Approach: Climb to 2200 for radar vectors.

RADAR INSTRUMENT APPROACH MINIMUMS

CHATTANOOGA, TN

Amdt. 9, OCT 27, 2005 (FAA)

ELEV 682

LOVELL FIELD

RADAR- 125.1 379.1 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	2		AB	1140 /24	458 (500-½)	C	1140 /40	458 (500-¾)
			D	1140 /50	458 (500-1)			
	20		AB	1260 /24	587 (600-½)	C	1260 /50	587 (600-1)
			D	1260 /60	587 (600-1¼)			
	33		AB	1340 -1	669 (700-1)	C	1340 -1¼	669 (700-1¼)
			D	1340 -2	669 (700-2)			
CIRCLING			AB	1340 -1	658 (700-1)	C	1340 -1¼	658 (700-1¼)
			D	1460 -2½	778 (800-2½)			

When control tower closed, procedure not authorized.

KNOXVILLE, TN

Amdt. 22, MAY 12, 2005 (FAA)

ELEV 981

MC GHEE-TYSON

RADAR- 123.9 360.8 ▽ ▲

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	5R		AB	1420 -1	461 (500-1)	C	1420 -1¼	461 (500-1¼)
			D	1420 -1½	461 (500-1½)	E	1420 -1¼	461 (500-1¼)
	5L		AB	1420 /24	467 (500-½)	C	1420 /40	467 (500-¾)
			D	1420 /50	467 (500-1)	E	1420 /60	467 (500-1¼)
	23R		AB	1520 /40	539 (600-¾)	C	1520 /50	539 (600-1)
			D	1520 /60	539 (600-1¼)	E	1520 -1½	539 (600-1½)
	23L		AB	1520 -1¼	555 (600-1¼)	C	1520 -1½	555 (600-1½)
			D	1520 -1¼	555 (600-1¼)	E	1520 -2	555 (600-2)
CIRCLING			AB	1520 -1¼	539 (600-1¼)	C	1540 -1½	559 (600-1¼)
			D	1620 -2	639 (600-2)	E	1900 -3	919 (1000-3)

For inoperative ALSF-2 Rwy 23R and MALSR Rwy 5L increase CAT E visibility ½ mile.

SABRE AHP (EOD), TN (Fort Campbell), (Amdt 3, 09183 USA)

ELEV 593

RADAR - (E) 118.1 340.9 ▽ ▲ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	22		COPTER	1060-½	473	(500-½)
	4		COPTER	1100-½	507	(600-½)

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ASHLAND, KY

ASHLAND RGNL (DWU)

AMDT 4 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 600-2¾ or std. with a min. climb of 430' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 103° to 1200 before proceeding on course. **Rwy 28**, climb heading 283° to 1100 before turning right.

NOTE: **Rwy 10**, trees beginning 1.96 NM from departure end of runway, 1810' left of centerline, up to 100' AGL/979' MSL. Trees beginning 1.18 NM from departure end of runway, 2051' left of centerline, 100' AGL/899' MSL.

Rwy 28, trees beginning 200' from departure end of runway, 25' left of centerline, up to 100' AGL/640' MSL. Trees beginning 203' from departure end of runway, 341' left of centerline, up to 100' AGL/659' MSL.

ATHENS, TN

MCMINN COUNTY

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.

DEPARTURE PROCEDURE: Climb on runway heading to 2000 prior to turn.

NAME TAKE-OFF MINIMUMS

BARDSTOWN, KY

SAMUELS FIELD

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 1100 before turning east.

BOLIVAR, TN

WILLIAM L. WHITEHURST FIELD

TAKE-OFF MINIMUMS: **Rwy 1**, 200-1. **Rwy 19**, 300-1.

**BOWLING GREEN, KY**

BOWLING GREEN-WARREN COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.**BRISTOL-JOHNSON-KINGSPORT, TN**

TRI-CITIES RGNL, TN/VA

TAKE-OFF MINIMUMS: **Rwy 5**, std. with a min. climb of 242' per NM to 2400, or 1000-3 for climb in visual conditions. **Rwy 23**, 300-1½ or std. with a min. climb of 294' per NM to 1700. **Rwy 27**, 400-2¼ or std. with a min. climb of 524' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. For climb in visual conditions: Cross Tri-Cities Rgnl TN/VA airport at or above 2500 then climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. **Rwy 9**, climb via heading 094° then climbing left turn via GZG VOR/DME R-200 to 5400 before proceeding on course. **Rwy 23**, climb via heading 228° then climbing right turn via HMV VORTAC R-260 to 3700 before proceeding on course. **Rwy 27**, climb via heading 274° to 2800 before proceeding on course.

NOTE: **Rwy 5**, trees beginning 2048' from departure end of runway, 936' left of centerline, up to 90' AGL/1599' MSL. **Rwy 9**, tree 51' from departure end of runway, 389' left of centerline, 38' AGL/1528' MSL. Tree 264' from departure end of runway, 370' right of centerline, 46' AGL/1566' MSL. **Rwy 23**, trees beginning 3994' from departure end of runway, 149' right of centerline, up to 95' AGL/1645' MSL. Tree 3755' from departure end of runway, 299' left of centerline, 75' AGL/1592' MSL. Trees beginning 4056' from departure end of runway, within 10' of centerline, up to 95' AGL/1659' MSL. **Rwy 27**, radar antenna 4642' from departure end of runway, 588' left of centerline, 116' AGL/1811' MSL. Pipe beginning 339' from departure end of runway, 309' left of centerline, 26' AGL/1528' MSL. Trees beginning 1091' from departure end of runway, 348' left of centerline, up to 92' AGL/1756' MSL. Trees beginning 2823' from departure end of runway, 321' right of centerline, up to 100' AGL/1799' MSL. Pole 4666' from departure end of runway, 12' left of centerline, 53' AGL/1735' MSL. Pole 2660' from departure end of runway, 728' left of centerline, 18' AGL/1638' MSL. Terrain 12' from departure end of runway, 381' right of centerline, 0' AGL/1552' MSL.

CAMDEN, TN

BENTON COUNTY (0M4)

AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 037° to 900 before turning left.

NOTE: **Rwy 4**, trees beginning 539' from DER, 25' right of centerline, up to 100' AGL/534' MSL. Trees beginning 1067' from DER, 57' left of centerline, up to 100' AGL/549' MSL. Utility poles beginning 951' from DER, 325' left of centerline, 40' AGL/501' MSL. **Rwy 22**, trees beginning 1158' from DER, 597' left of centerline, up to 100' AGL/619' MSL. Trees beginning 1753' from DER, 925' right of centerline, up to 100' AGL/549' MSL.

CAMPBELL AAF (KHOP),

FORT CAMPBELL, KY. 08129

Rwy 5, 18, 23, 36 standard.

TAKE-OFF OBSTACLES: **Rwy 18**, Touchdown reflector 85' from DER, 109' left of centerline, 4' AGL/564' MSL. Touchdown reflector 104' from DER, 109' right of centerline, 4' AGL/563' MSL.

Rwy 23, Tree line 1029' from DER, 541' left of centerline, 60' AGL/590' MSL. **Rwy 36**, Tree line 1199' from DER, 591' left of centerline, 60' AGL/607' MSL.

CENTERVILLE, TN

CENTERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 200-1.**CHATTANOOGA, TN**

LOVELL FIELD

TAKE-OFF MINIMUMS: **Rwy 15**, 300-1¾ or std. with a min. climb of 357' per NM to 1700. **Rwy 33**, 400-2½ or std. with a min. climb of 380' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2**, climb via heading 019° to 2400 before turning. **Rwy 15**, climb via heading 147° to 1700 before turning. **Rwy 20**, climb via heading 199° to 2200 before turning. **Rwy 33**, climbing right turn to 2500' via heading 020° before proceeding on course.

NOTE: **Rwy 2**, railroad 890' from departure end of runway, 598' left of centerline, 35' AGL/695' MSL. Tree 943' from departure end of runway, 666' right of centerline, 50' AGL/716' MSL. Tree 1663' from departure end of runway, 745' right of centerline, 50' AGL/726' MSL. Tree 1730' from departure end of runway, 666' right of centerline, 100' AGL/722' MSL. **Rwy 15**, antenna 1.3 NM from departure end of runway 430' left of centerline, 100' AGL/922' MSL. Tree 1.3 NM from departure end of runway, 475' left of centerline, 85' AGL/925' MSL. Tree 1.2 NM from departure end of runway, 623' left of centerline, 80' AGL/896' MSL. Pole 1.1 NM from departure end of runway, 1008' left of centerline, 86' AGL/946' MSL. Pole 3584' from departure end of runway, 870' left of centerline, 130' AGL/809' MSL. Tree 2154' from departure end of runway, 242' left of centerline, 100' AGL/749' MSL. Tree 1792' from departure end of runway, 199' left of centerline, 57' AGL/741' MSL. Tree 1593' from departure end of runway, 462' left of centerline, 43' AGL/754' MSL. Tree 2027' from departure end of runway, 335' left of centerline, 55' AGL/745' MSL. Pole 1588' from departure end of runway, 294' left of centerline, 90' AGL/723' MSL. Tree 1362' from departure end of runway, 458' left of centerline, 55' AGL/745' MSL. Tree 1783' from departure end of runway, 417' left of centerline, 55' AGL/740' MSL. Tree 1661' from departure end of runway, 363' left of centerline, 50' AGL/726' MSL. Tree 1070' from departure end of runway, 455' right of centerline, 60' AGL/752' MSL. Tree 1014' from departure end of runway, 332' right of centerline, 60' AGL/709' MSL. Tree 1114' from departure end of runway, 527' left of centerline, 50' AGL/716' MSL. Building 328' from departure end of runway, 354' left of centerline, 20' AGL/688' MSL. Hanger 313' from departure end of runway, 569' left of centerline, 25' AGL/691' MSL. **Rwy 20**, tree 2706' from departure end of runway, 965' left of centerline, 55' AGL/759' MSL.





LOVELL FIELD (CON'T)

Rwy 33, tree 2379' from departure end of runway, 348' right of centerline, 100' AGL/770' MSL. Tree 470' from departure end of runway, 382' right of centerline, 100' AGL/721' MSL. Tower 3544' from departure end of runway, 408' right of centerline, 105' AGL/786' MSL. Tree 1845' from departure end of runway, 239' left of centerline, 55' AGL/741' MSL. Tree 4479' from departure end of runway, 262' right of centerline, 100' AGL/800' MSL. Tree 508' from departure end of runway, 302' right of centerline, 1000' AGL/697' MSL. Tree 1208' from departure end of runway, 89' right of centerline, 100' AGL/711' MSL. Tree 1320' from departure end of runway, 74' left of centerline, 100' AGL/711' MSL. Tree 513' from departure end of runway, 11' left of centerline, 100' AGL/687' MSL. Poles 1.3 NM from departure end of runway, 1010' right of centerline, 90' AGL/990' MSL. Tree 1.2 NM from departure end of runway, 46' right of centerline, 100' AGL/913' MSL. Pole 1.3 NM from departure end of runway, 576' left of centerline, 95' AGL/899' MSL. Tree 1.5 NM from departure end of runway, 2883' right of centerline, 100' AGL/935' MSL.

CLARKSVILLE, TN

OUTLAW FIELD

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. w/min. climb of 240' per NM to 800. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 5**, multiple trees beginning 29' from departure end of runway, 135' right of centerline, up to 100' AGL/650' MSL. Multiple trees beginning 787' from departure end of runway, 225' left of centerline, up to 100' AGL/626' MSL. Road 41' from departure end of runway, 122' right of centerline, up to 15' AGL/541' MSL. Terrain 32' from departure end of runway, 414' right of centerline, 0' AGL/535' MSL. **Rwy 17**, multiple trees and poles beginning 14' from departure end of runway, 251' right of centerline, up to 100' AGL/621' MSL. Multiple trees beginning 174' from departure end of runway, 212' left of centerline, up to 59' AGL/608' MSL. **Rwy 23**, multiple trees beginning 184' from departure end of runway, 61' right of centerline, up to 100' AGL/593' MSL. Multiple trees beginning 912' from departure end of runway, 106' left of centerline, up to 100' AGL/590' MSL. Road 162' from departure end of runway, 7' right of centerline, up to 15' AGL/551' MSL. Cross on church 752' from departure end of runway, 237' left of centerline, 52' AGL/587' MSL. **Rwy 35**, multiple trees, poles, and buildings beginning 929' from departure end of runway, 249' left of centerline, up to 75' AGL/645' MSL. Multiple trees, poles and transmission towers beginning 959' from departure end of runway, 147' right of centerline, up to 100' AGL/695' MSL.

CLEVELAND, TN

HARDWICK FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 380' per NM to 1800. **Rwy 21**, 400-2½ or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 3**, climb via heading 030° to 1800 before proceeding on course. **Rwy 21**, climbing right turn to 1900 direct GQO VORTAC before proceeding on course.

NOTE: **Rwy 3**, tree 845' from departure end of runway, 211' left of centerline, 89' AGL/963' MSL. Tree 4462' from departure end of runway, 1617' left of centerline, 100' AGL/1119' MSL. **Rwy 21**, tree 479' from departure end of runway, 222' right of centerline, 38' AGL/866' MSL. Tower 2.1 NM from departure end of runway, 1809' left of centerline, 305' AGL/1225' MSL.

COLUMBIA-MT. PLEASANT, TN

MAURY COUNTY

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 400-1.

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 1800 before turning right.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL

NOTE: **Rwy 9**, tree 3385' from departure end of runway, 1117' right of centerline, 68' AGL/988' MSL. Trees beginning 4562' from departure end of runway, 900' left of centerline, up to 98' AGL/1003' MSL. **Rwy 18C**, multiple trees beginning 1882' from departure end of runway, 834' left of centerline, up to 80' AGL/974' MSL. Tree 3473' from departure end of runway, 904' right of centerline, 79' AGL/929' MSL. **Rwy 18R**, trees beginning 3221' from departure end of runway, 895' left of centerline, up to 84' AGL/962' MSL. **Rwy 27**, multiple trees beginning 1084' from departure end of runway, 25' left of centerline, up to 95' AGL/955' MSL. Trees beginning 1951' from departure end of runway, 482' right of centerline, from 95' AGL/965' MSL. **Rwy 36L**, trees beginning 1033' from departure end of runway, 300' left of centerline, up to 98' AGL/922' MSL. Multiple trees beginning 1274' from departure end of runway, 84' right of centerline, up to 92' AGL/932' MSL. **Rwy 36C**, trees beginning 956' from departure end of runway, 613' right of centerline, up to 103' AGL/963' MSL. **Rwy 36R**, tree 1602' from departure end of runway, 754' right of centerline, 58' AGL/938' MSL. Light pole 1476' from departure end of runway, 813' left of centerline, 46' AGL/926' MSL.

COVINGTON, TN

COVINGTON MUNI

NOTE: **Rwy 1**, vehicle on road 513' from departure end of runway, 13' right of centerline, up to 15' AGL/294' MSL.

Rwy 19, trees beginning 4626' from departure end of runway, 814' left of centerline, up to 100' AGL/399' MSL.



CROSSVILLE, TN**CROSSVILLE MEMORIAL-WHITSON FIELD**

NOTE: **Rwy 8**, trees 31' from departure end of runway, 499' left of centerline, 60' AGL/1905' MSL. Trees 572' from departure end of runway, 499' left of centerline, 75' AGL/1889' MSL. Trees 8' from departure end of runway, 438' right of centerline, 30' AGL/1873' MSL. Bush 76' from departure end of runway, 213' right of centerline, 8' AGL/1872' MSL. **Rwy 26**, tree 43' from departure end of runway, 468' left of centerline, 26' AGL/1910' MSL. Numerous trees 94 to 576' from departure end of runway, 355 to 583' right of centerline, 40 to 70' AGL/1901 to 1927' MSL. Pole 141' from departure end of runway, 474' right of centerline, 50' AGL/1914' MSL. Tree 1083' from departure end of runway, 363' right of centerline, 74' AGL/1922' MSL. Tree 343' from departure end of runway, 538' left of centerline, 68' AGL/1939' MSL.

DANVILLE, KY**STUART POWELL FIELD (DVK)****ORIG 08045 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 1, 19**, N/A - Obstacles. **Rwy 30**, 400 2½ or std. w/ min. climb of 284' per NM to 1600.

NOTES: **Rwy 12**, Trees beginning 1938' from departure end of runway, 604' left of centerline, up to 100' AGL/1100' MSL. Trees beginning 1536' from departure end of runway, 711' right of centerline, up to 100' AGL/1119' MSL. **Rwy 30**, Trees beginning 8' from departure end of runway, 21' left of centerline up to 100' AGL/1075' MSL. Building 247' from departure end of runway, 280' left of centerline, 12' AGL/1025' MSL. Trees beginning 1.4NM from departure end of runway, 2725' left of centerline, up to 100' AGL/1399' MSL. Obstruction light DME and trees beginning 460' from departure end of runway, 114' right of centerline, up to 100' AGL/1105' MSL.

DAYTON, TN**MARK ANTON**

DEPARTURE PROCEDURE: **Rwys 3, 21**, climb runway heading to 2500 before turning west.

DICKSON, TN**DICKSON MUNI**

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 340' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1400 before turning.

NOTE: **Rwy 17**, tower 9464' from departure end of runway, 2386' right of centerline, 306' AGL/1246' MSL. **Rwy 35**, trees 4589' from departure end of runway, 1555' left of centerline, 100' AGL/1039' MSL.

DIYERSBURG, TN**DIYERSBURG RGNL**

NOTE: **Rwy 4**, trees 445' from departure end of runway, 440' left of centerline, 90' AGL/395' MSL.

Rwy 22, trees 1320' from departure end of runway, 490' right of centerline, 103' AGL/378' MSL.

ELIZABETHTON, TN**ELIZABETHTON MUNI**

TAKE-OFF MINIMUMS: **Rwy 6**, NA-obstacles. **Rwy 24**, 600-2 w/ min. climb of 380' per NM to 7000 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24**, climb heading 244° to 3300 before proceeding on course. For climb in visual conditions cross Elizabethton Muni Airport at or above 4900 before proceeding on course.

NOTE: **Rwy 24**, numerous trees beginning 1655' from departure end of runway, 931' right of centerline, up to 100' AGL/2099' MSL. Numerous trees 1.36 NM from departure end of runway, 2353' left of centerline, up to 100' AGL/2179' MSL. Power line 5898' from departure end of runway, 973' left of centerline, up to 200' AGL/1759' MSL. Power line 1.13 NM from departure end of runway, 584' right of centerline, up to 200' AGL/1849' MSL.

ELIZABETHTOWN, KY**ADDITION FIELD**

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° to 1800 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1404' from departure end of runway, 466' left of centerline, up to 96' AGL/835' MSL. **Rwy 23**, multiple trees and powerlines beginning 7' from departure end of runway, 372' left of centerline, up to 100' AGL/899' MSL. Multiple trees and powerlines beginning 2416' from departure end of runway, 25' right of centerline, up to 100' AGL/869' MSL.

FALMOUTH, KY**GENE SNYDER**

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1¼ or std. w/ a min. climb of 417' per NM to 1300.

NOTE: **Rwy 3**, tower 5831' from departure end of runway, 340' left of centerline, 106' AGL/1037' MSL. **Rwy 21**, trees beginning 300' from departure end of runway, left and right of centerline, up to 100' AGL/979' MSL.

FAYETTEVILLE, TN**FAYETTEVILLE MUNI**

NOTE: **Rwy 2**, trees 820' from departure end of runway, 520' left of centerline, 70' AGL/1052' MSL. Trees 2430' from departure end of runway, 25' right of centerline, 78' AGL/1050' MSL. **Rwy 20**, trees 875' from departure end of runway, 420' left of centerline, 65' AGL/996' MSL. Trees 1370' from departure end of runway, 60' right of centerline, 65' AGL/1014' MSL. Trees 1720' from departure end of runway, 300' left of centerline, 60' AGL/1008' MSL. Trees 2070' from departure end of runway, 200' left of centerline, 70' AGL/1029' MSL.

FLEMINGSBURG, KY**FLEMING-MASON (FGX)****ORIG 09127 (FAA)**

NOTE: **Rwy 7**, tree 53' from DER, 498' right of centerline, 50' AGL/929' MSL. **Rwy 25**, tree 126' from DER, 158' right of centerline, 34' AGL/914' MSL. Tree 525' from DER, 152' right of centerline, 41' AGL/921' MSL. Tree 505' from DER, 127' right of centerline, 38' AGL/918' MSL. Tree 587' from DER, 201' right of centerline, 40' AGL/920' MSL.

**FRANKFORT, KY****CAPITAL CITY**

NOTE: **Rwy 6**, tree 1238' from departure end of runway, 828' left of centerline, 60' AGL/879' MSL. Tree 1933' from departure end of runway, 937' left of centerline, 37' AGL/896' MSL. Tree 1986' from departure end of runway, 767' left of centerline, 55' AGL/894' MSL. Tree 1631' from departure end of runway, 675' left of centerline, 63' AGL/872' MSL. Tree 2151' from departure end of runway, 142' left of centerline, 59' AGL/878' MSL. Tree 2133' from departure end of runway, 489' right of centerline, 49' AGL/876' MSL. **Rwy 24**, tree 1745' from departure end of runway, 908' right of centerline, 80' AGL/909' MSL. Tree 1967' from departure end of runway, 847' right of centerline, 81' AGL/900' MSL. Tree 887' from departure end of runway, 736' from centerline, 70' AGL/869' MSL.

GALLATIN, TN**SUMNER COUNTY RGNL**

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 35**, trees 913' from departure end of runway, 278' left of centerline, 71' AGL/655' MSL. Trees 5701' from departure end of runway, 175' right of centerline, 100' AGL/839' MSL.

GEORGETOWN, KY**GEORGETOWN SCOTT COUNTY - MARSHALL FLD (27K)****ORIG 08045 (FAA)**

NOTE: **Rwy 3**, Trees 3572' from departure end of runway, 162' left of centerline, 95' AGL/1042' MSL. **Rwy 21**, Vehicle on road 270' from departure end of runway, 51' left of centerline, 15' AGL/944' MSL.

GLASGOW, KY**GLASGOW MUNI (GLW)****ORIG 07354 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. w/min. climb of 656' per NM to 1000. **Rwy 25**, 300-1 or std. w/min. climb of 281' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 073° to 1200 before proceeding southbound.

NOTE: **Rwy 7**, tree 2116' from departure end of runway, 1048' left of centerline, 100' AGL/889' MSL. Tree 2335' from departure end of runway, 910' left of centerline, 100' AGL/869' MSL. Terrain beginning 48' from departure end of runway, 9' left of centerline, up to 0' AGL/785' MSL. Terrain beginning 182' from departure end of runway, 68' right of centerline, up to 0' AGL/729' MSL. Tree 2047' from departure end of runway, 1039' left of centerline, up to 100' AGL/889' MSL. **Rwy 25**, multiple trees beginning 4669' from departure end of runway, 782' left and right of centerline, 100' AGL/869' MSL.

GODMAN AAF (KFTK)**FORT KNOX, KY**

..... Rwy 15, 300-1
Rwy 15, 18, 33, 36, climb runway heading to 1200 before turning.

GREENEVILLE, TN**GREENEVILLE-GREENE COUNTY MUNI**

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 400-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 3300 before turning southeast.

GREENVILLE, KY**MUHENBURG COUNTY**

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

HARTFORD, KY**OHIO COUNTY (7K4)****ORIG 07354 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. w/min. climb of 255' per NM to 1200.

NOTE: **Rwy 3**, trees 460' from departure end of runway, 232' left of centerline, 47' AGL/582' MSL. Terrain beginning 23' from departure end of runway, 197' right of centerline, up to 579' MSL. Tower 2.5 NM from departure end of runway, 3516' right of centerline, 290' AGL/950' MSL. **Rwy 21**, trees 295' from departure end of runway, 26' left of centerline, 18' AGL/548' MSL.

HAZARD, KY**WENDELL H. FORD**

TAKE-OFF MINIMUMS: **Rwys 6, 14**, 400-1.

Rwys 24, 32, 300-1.

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 2000 before turning on course.

HENDERSON, KY**HENDERSON CITY-COUNTY**

DEPARTURE PROCEDURE: **Rwy 9**, climb to 800 on runway heading before turning north.

HOPKINSVILLE, KY**HOPKINSVILLE-CHRISTIAN COUNTY (HVC)****AMDT 1 08353 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. w/min. climb of 275' per NM to 800. **Rwy 26**, 300-1½ or std. w/min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 080° to 800 before proceeding on course. **Rwy 26**, climb heading 258° to 1100 before turning north.

NOTE: **Rwy 8**, trees beginning 2876' from departure end of runway, 97' right of centerline, up to 100' AGL/669' MSL. Powerlines 3454' from departure end of runway, 852' left of centerline, 79' AGL/658' MSL. Trees beginning 3463' from departure end of runway, 1049' left of centerline, up to 100' AGL/739' MSL. **Rwy 26**, trees beginning 61' from departure end of runway, 2' left of centerline, up to 100' AGL/639' MSL. Trees beginning 758' from departure end of runway, 353' right of centerline, up to 100' AGL/629' MSL. Tower 2260' from departure end of runway, 582' left of centerline, 130' AGL/670' MSL. Elevator, 1.4 miles from departure end of runway, 1278' right of centerline, 201' AGL/780' MSL.

HUMBOLDT, TN**HUMBOLDT MUNI**

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1. **Rwy 22**, 200-1.



**HUNTINGDON, TN****CARROLL COUNTY**

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 1100 before turning west.

JACKSBORO, TN**CAMPBELL COUNTY**

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 477' per NM to 3400, or 200-1 w/ min. climb of 308' per NM to 3400, or 1600-2½ for climb in visual conditions. **Rwy 23**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3400 before proceeding on course or for climb in visual conditions: cross Campbell County Airport at or above 2600 then proceed on VXV R-336 to 3600 before proceeding on course. Do not exceed 210 KIAS until established on VXV R-336 southeast bound.

NOTE: **Rwy 5**, multiple trees beginning 369' from departure end of runway, 579' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2672' from departure end of runway, 140' left of centerline, up to 100' AGL/1339' MSL.

JACKSON, KY**JULIAN CARROLL**

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1 or std. with a min. climb of 250' per NM to 1900.

NOTE: **Rwy 1**, tree 2 miles north of departure end of runway, on centerline, 100' AGL/1700' MSL.

JACKSON, TN**MCKELLAR / SIPES RGNL (MKL)****AMDT 1 09127 (FAA)**

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 023° to 1100 before turning right.

NOTE: **Rwy 2**, vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL. Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL. Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL. Antenna 2043' from DER, 947' left of centerline, 61' AGL/470' MSL. **Rwy 11**, trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL. Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/509' MSL. **Rwy 20**, vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL. Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL. Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL. Powerlines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL. **Rwy 29**, light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL. Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL. Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL. Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

JAMESTOWN, KY**RUSSELL COUNTY (K24)****ORIG 08017 (FAA)**

NOTE: **Rwy 17**, trees 2071' from departure end of runway, 234' right of centerline, 54' AGL/1012' MSL. **Rwy 35**, trees 2500' from departure end of runway, 99' left of centerline, 65' AGL/1076' MSL.

JAMESTOWN, TN**JAMESTOWN MUNI (2A1)****ORIG 09267 (FAA)**

NOTE: **Rwy 18**, trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL. **Rwy 36**, trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

JASPER, TN**MARION COUNTY-BROWN FIELD**

TAKE-OFF MINIMUMS: **Rwy 4**, 1600-2 or std. with a min. climb of 410' per NM to 2400. **Rwy 22**, 1300-2 or std. with a min. climb of 260' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 025° to 4000 before proceeding on course. **Rwy 22**, climb runway heading to 4000 before proceeding on course.

KNOXVILLE, TN**KNOXVILLE DOWNTOWN ISLAND**

TAKE-OFF MINIMUMS: **Rwy 26**, 600-2.

DEPARTURE PROCEDURE: Comply with RADAR vectors or; **Rwy 26**, climb on heading 230° to 3000 before proceeding on course. **Rwy 8**, climb runway heading to 3000 before turning.

MCGHEE-TYSON

DEPARTURE PROCEDURE: Comply with SID or RADAR vectors, or; climb runway heading to 4000 before turning on course.

LAFAYETTE, TN**LAFAYETTE MUNI (3M7)****ORIG 09099 (FAA)**

NOTE: **Rwy 1**, road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL. Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL. **Rwy 19**, tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL. Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL. Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL. Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

LAWRENCEBURG, TN**LAWRENCEBURG-LAWRENCE COUNTY (2M2)****ORIG 09099 (FAA)**

NOTE: **Rwy 17**, trees 10' from DER, 466' right of centerline, 100' AGL/1019' MSL. Vehicle on road 200' from DER, 526' left of centerline, 15' AGL/944' MSL. **Rwy 35**, trees 300' left of centerline, 100' AGL/1029' MSL. Trees, powerlines and vehicle on road 1395' from DER, on centerline, up to 100' AGL/1059' MSL.

LEBANON, TN**LEBANON MUNI**

TAKE-OFF MINIMUMS: **Rwy 19**, 600-1 or std. with a min. climb of 350' per NM to 1200.

LEWISBURG, TN**ELLINGTON**

TAKE-OFF MINIMUMS: **Rwy 20**, 500-1.



LEWISPORT, KY

HANCOCK CO-RON LEWIS FIELD (KY8)
ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 394' per NM to 700. **Rwy 23**, 400-1¼ or std. w/ a min. climb of 342' per NM to 900.

DEPARTURE PROCEDURE: Procedure NA at night.

NOTE: **Rwy 5**, trees beginning 206' from DER, 61' right of centerline, up to 100' AGL/599' MSL. **Rwy 23**, trees beginning 2778' from DER, 1230' right of centerline, up to 100' AGL/509' MSL. Tower 1.4 NM from DER, 1460' left of centerline, 300' AGL/770' MSL.

LEXINGTON, KY

BLUE GRASS

NOTE: **Rwy 4**, light 710' from departure end of runway, 657' right of centerline, 35' AGL/995' MSL. Multiple trees beginning 898' from departure end of runway, 501' right of centerline, up to 70' AGL/1041' MSL. Multiple trees beginning 1921' from departure end of runway, 603' left of centerline, up to 70' AGL/1042' MSL. **Rwy 8**, antenna on bunker 143' from departure end of runway, 170' right of centerline, 15' AGL/984' MSL. Road 207' from departure end of runway, 228' right of centerline, 15' AGL/989' MSL. Light 555' from departure end of runway, 5' right of centerline, 25' AGL/995' MSL. Light 662' from departure end of runway, 546' left of centerline, 25' AGL/995' MSL. Tree 836' from departure end of runway, 631' left of centerline, 50' AGL/1009' MSL. **Rwy 22**, tree 1034' from departure end of runway, 499' left of centerline, 50' AGL/971' MSL. Tree 2830' from departure end of runway, 209' left of centerline, 70' AGL/1019' MSL. Multiple poles beginning 4383' from departure end of runway, 1384' left of centerline, up to 110' AGL/1080' MSL. **Rwy 26**, tree 72' from departure end of runway, 257' right of centerline, 70' AGL/1025' MSL. Multiple trees beginning 235' from departure end of runway, 176' left of centerline, up to 70' AGL/1014' MSL. Multiple trees beginning 1013' from departure end of runway, 2' right of centerline, up to 70' AGL/1037' MSL. Obstruction light on silo 1161' from departure end of runway, 206' right of centerline, 60' AGL/1029' MSL.

LEXINGTON-PARSONS, TN

BEECH RIVER RGNL

NOTE: **Rwy 1**, trees beginning 269' from departure end of runway, 179' right of centerline, up to 100' AGL/619' MSL. Trees beginning 258' from departure end of runway, 224' left of centerline, up to 100' AGL/599' MSL. **Rwy 19**, trees beginning 157' from departure end of runway, 259' right of centerline, up to 100' AGL/579' MSL. Trees beginning 227' from departure end of runway, 299' left of centerline, up to 100' AGL/549' MSL.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3)
AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 215° to 1900 before proceeding on course.

NOTE: **Rwy 3**, trees beginning from 173' from DER, 133' left of centerline, up to 100' AGL/1499' MSL. Trees beginning from 282' from DER, 180' right of centerline, up to 100' AGL/1439' MSL. **Rwy 21**, trees beginning from 60' from DER, 186' right of centerline, up to 100' AGL/1459' MSL.

LONDON, KY

LONDON-CORBIN AIRPORT-MAGEE FIELD

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 449' per NM to 1900.

NOTE: **Rwy 6**, tower 1.58 NM from departure end of runway, 1369' left of centerline, 192' AGL/1659' MSL. **Rwy 24**, tree 1400' from departure end of runway, 150' left of centerline, 42' AGL/1253' MSL, tree 3387' from departure end of runway, 822' right of centerline, 100' AGL/1349' MSL.

LOUISVILLE, KY

BOWMAN FIELD (LOU)

AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. w/ min. climb of 350' per NM to 900. **Rwy 33**, 300-1¼ or std. w/ min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 6**, trees beginning 361' from departure end of runway, 223' left of centerline, up to 95' AGL/625' MSL. Trees beginning 372' from departure end of runway, 32' right of centerline, up to 99' AGL/619' MSL. **Rwy 15**, trees beginning 77' from departure end of runway, 112' left of centerline, up to 88' AGL/588' MSL. Trees beginning 153' from departure end of runway, 107' right of centerline, up to 94' AGL/594' MSL. **Rwy 24**, trees beginning 137' from departure end of runway, 77' left of centerline, up to 103' AGL/643' MSL. Trees beginning 329' from departure end of runway, 68' right of centerline, up to 103' AGL/643' MSL. Antenna 4828' from departure end of runway, 1728' right of centerline, 147' AGL/697' MSL. **Rwy 33**, trees beginning 198' from departure end of runway, on centerline, up to 62' AGL/602' MSL. Trees beginning 184' from departure end of runway, 264' right of centerline, up to 81' AGL/621' MSL. Antenna 9019' from departure end of runway, 1421' right of centerline, 245' AGL/770' MSL.

LOUISVILLE, KY (CON'T)

LOUISVILLE INTL-STANDIFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 17L**, std. w/ a min. climb of 234' per NM to 1300. **Rwy 17R**, std. w/ a min. climb of 249' per NM to 1300. **Rwy 35L**, 300-2 or std. w/ a min climb of 222' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11**, tree 1561' from departure end of runway, 855' left of centerline, 76' AGL/556' MSL. Tree 1466' from departure end of runway, 848' right of centerline, 72' AGL/552' MSL. Sign 928' from departure end of runway, 705' left of centerline, 25' AGL/505' MSL. **Rwy 17L**, light tower 622' from departure end of runway, 643' right of centerline, 25' AGL/496' MSL. Obstruction light on DME 498' from departure end of runway, 299' right of centerline, 14' AGL/485' MSL. Multiple trees and lighted towers beginning 328' from departure end of runway, 302' left of centerline, up to 89' AGL/560' MSL. Sign 723' from departure end of runway, 637' left of centerline, 26' AGL/502' MSL. **Rwy 17R**, vent on building, 1409' from departure end of runway, 807' left of centerline, 41' AGL/502' MSL. Pole 2241' from departure end of runway, 1013' left of centerline, 64' AGL/525' MSL. Pole 1609' from departure end of runway, 680' left of centerline, 42' AGL/503' MSL. **Rwy 29**, tree 1033' from departure end of runway, 73' right of centerline, 44' AGL/521' MSL. Obstruction light on glideslope 474' from departure end of runway, 399' right of centerline, 49' AGL/526' MSL. Tree 1257' from departure end of runway, 809' left of centerline, 73' AGL/550' MSL. Stack 1213' from departure end of runway, 329' left of centerline, 41' AGL/518' MSL. Multiple lighted towers beginning 873' from departure end of runway, 224' left of centerline, up to 83' AGL/560' MSL. **Rwy 35L**, multiple trees and lighted towers beginning 258' from departure end of runway, 115' left of centerline, up to 267' AGL/757' MSL. Multiple trees and lighted towers beginning 270' from departure end of runway, 231' right of centerline, up to 70' AGL/560' MSL. **Rwy 35R**, multiple trees and lighted towers beginning 542' from departure end of runway, 303' right of centerline, up to 79' AGL/580' MSL.

MADISONVILLE, KY

MADISONVILLE MUNI (210)

ORIG 08045 (FAA)

NOTE: **Rwy 5**, Vehicle on road 163' from departure end of runway, 525' right of centerline, 15' AGL/434' MSL. Vehicle on road 466' from departure end of runway, 597' left of centerline, 15' AGL/454' MSL. **Rwy 23**, Vehicle on road 563' from departure end of runway, 608' right of centerline, 15' AGL/464' MSL. Pole 910' from departure end of runway, 590' left of centerline, 98' AGL/537' MSL.

MADISONVILLE, TN

MONROE COUNTY

DEPARTURE PROCEDURE: **Rwy 5**, climb via runway heading and VXXVORTAC R-231 northeastbound to 3100' before turning. **Rwy 23**, climb via runway heading and VXXVORTAC R-231 southwestbound to 2700' before turning.

NOTE: **Rwy 5**, building 2340' from departure end of runway, 263' left of centerline, 88' AGL/1089' MSL.

Rwy 23, trees 1188' from departure end of runway, 211' left of centerline, 74' AGL/1105' MSL.

MAYFIELD, KY

MAYFIELD GRAVES COUNTY

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 300-1.

MC MINNVILLE, TN

WARREN COUNTY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1 or std. with a min. climb of 400' per NM climb to 2200.

MEMPHIS, TN

GENERAL DEWITT SPAIN

TAKE-OFF MINIMUMS: **Rwy 17**, std. with min. climb of 240' per NM to 1100, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, for climb in visual conditions, cross General Dewitt Spain Airport at or above 1100 before proceeding on course. **Rwy 35**, climb via heading 347° to 1000 before proceeding on course.

MEMPHIS INTL (MEM)

ADMT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1¼ or std. w/ min. climb of 224' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 9**, light pole and multiple trees beginning 1498' from departure end of runway, 800' left of centerline, up to 81' AGL/390' MSL. **Rwy 18L**, multiple trees beginning 1262' from departure end of runway, 601' left of centerline, up to 90' AGL/419' MSL. Multiple trees beginning 2692' from departure end of runway, 224' right of centerline, up to 84' AGL/413' MSL. **Rwy 18C**, tree 2788' from departure end of runway, 288' left of centerline, 94' AGL/413' MSL. Multiple trees beginning 1693' from departure end of runway, 507' right of centerline, up to 96' AGL/435' MSL. **Rwy 18R**, pole, VORTAC, and multiple trees beginning 2570' from departure end of runway, 1011' left of centerline, up to 93' AGL/452' MSL. Multiple trees beginning 1519' from departure end of runway, 790' right of centerline, up to 71' AGL/420' MSL. **Rwy 27**, tree 4145' from departure end of runway, 1328' left of centerline, 112' AGL/361' MSL. Antenna 5413' from departure end of runway, 1499' left of centerline, 158' AGL/407' MSL. Tree 785' from departure end of runway, 682' right of centerline, 75' AGL/324' MSL. **Rwy 36C**, light pole 1949' from departure end of runway, 928' right of centerline, 67' AGL/336' MSL.

**MIDDLESBORO, KY****MIDDLESBORO-BELL COUNTY**

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions. **Rwy 28**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro-Bell County Airport at or above 3500 before proceeding on course.

NOTE: **Rwy 10**, road and vehicle 264' from departure end of runway, on centerline, 17' AGL/1166' MSL. Trees 52' from departure end of runway, 223' right of centerline, 100' AGL/1249' MSL. Trees 617' from departure end of runway, 100' AGL/1249' MSL. Tower 5066' from departure end of runway, 1033' left of centerline, 198' AGL/1335' MSL. Trees 1 NM from departure end of runway, 1354' right of centerline, 100' AGL/1379' MSL. Trees 1.67 NM from departure end of runway, 1900' left of centerline, 100' AGL/1599' MSL. Numerous trees beginning 2 NM from departure end of runway, 3200' left and right of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL. 200' AAO 3.15 NM from departure end of runway, 1191' left of centerline, 200' AGL/2899' MSL.

MILLINGTON, TN**CHARLES W. BAKER**

DEPARTURE PROCEDURE: **Rwys 18**, climb runway heading to 1500 before turning left.

MONTICELLO, KY**WAYNE COUNTY**

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 250' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 3, 21**, climb runway heading to 1800 before proceeding on course.

MOREHEAD, KY**MOREHEAD - ROWAN COUNTY CLYDE A. THOMAS RGNL (M97)****ORIG 08325 (FAA)**

NOTE: **Rwy 2**, trees 777' from departure end of runway, 494' left of centerline up to 77' AGL/1096' MSL. **Rwy 20**, trees 1595' from departure end of runway, 716' left of centerline up to 71' AGL/1090' MSL. Vehicle on road 10' from departure end of runway, 435' left of centerline up to 17' AGL/1029' MSL. Trees 432' from departure end of runway, 534' right of centerline up to 75' AGL/1054' MSL.

MORRISTOWN, TN**MOORE-MURRELL**

TAKE-OFF MINIMUMS: **Rwy 5**, std., cross departure end of runway at or above 35' AGL/1310' MSL.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via heading 065° to 2800 before proceeding on course.

Rwy 23, climb via heading 233° and VXV VORTAC R-060 inbound to 4000 before turning south.

NOTE: **Rwy 5**, building 1900' from departure end of runway, 437' left of centerline, 73' AGL/1348' MSL. Trees 14,570' from departure end of runway, 3880' left of centerline, 100' AGL/1739' MSL. Trees 16,259' from departure end of runway, 2703' left of centerline, 100' AGL/1719' MSL. Trees 16,927' from departure end of runway, 3861' left of centerline, 100' AGL/1859' MSL. **Rwy 23**, pole 1450' from departure end of runway, 450' right of centerline, 54' AGL/1367' MSL.

MOUNT STERLING, KY**MOUNT STERLING-MONTGOMERY COUNTY**

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. with a min. climb of 210' per NM to 1600.

NOTE: **Rwy 3**, tower 2.57 miles northeast of approach end of runway 21, 416' AGL/1426' MSL.

MOUNTAIN CITY, TN**JOHNSON COUNTY (6A4)****ORIG 09211 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 6**, 3400-3 for climb in visual conditions. **Rwy 24**, 1100-3 with min. climb of 510' per NM to 5700, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, for climb in visual conditions (NA at night): cross Johnson County Airport at or above 5500 MSL before proceeding on course.

Rwy 24, for climb in visual conditions (NA at night): cross Johnson County airport at or above 5500 MSL before proceeding on course.

MURFREESBORO, TN**MURFREESBORO MUNI**

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1.

MURRAY, KY**KYLE-OAKLEY FIELD**

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1.

NASHVILLE, TN**JOHN C. TUNE**

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 3000 before turning right. **Rwy 20**, climb runway heading to 3000 before turning.



NASHVILLE, TN (CON'T)

NASHVILLE INTL (BNA)

AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/min. climb of 240' per NM to 2600.DEPARTURE PROCEDURE: **Rwy 20L**, climb heading 200° to 1400 before turning right. **Rwys 20C, 20R** climb heading 200° to 1800 before turning right. **Rwy 31**, climb heading 315° to 2600 before proceeding on course.

NOTE: **Rwy 2L**, trees beginning 203' from departure end of runway, 489' right of centerline, up to 60' AGL/576' MSL. **Rwy 2R**, trees beginning 237' from departure end of runway, 534' right of centerline, up to 60' AGL/569' MSL. **Rwy 13**, blast fence obstruction light 335' from departure end of runway, 64' left of centerline, 6' AGL/595' MSL. Trees beginning 2852' from departure end of runway, 28' right of centerline, up to 60' AGL/685' MSL. Pole 3761' from departure end of runway, 726' right of centerline, 60' AGL/689' MSL. **Rwy 20L**, trees beginning 211' from departure end of runway, 520' right of centerline, up to 60' AGL/669' MSL. Trees beginning 223' from departure end of runway, 510' left of centerline, up to 100' AGL/669' MSL. **Rwy 20C**, trees beginning 1480' from departure end of runway, 744' right of centerline, up to 60' AGL/649' MSL. Trees beginning 1549' from departure end of runway, 882' left of centerline, up to 60' AGL/609' MSL. **Rwy 20R**, flagpole 1298' from departure end of runway, 777' right of centerline, 37' AGL/636' MSL. Building 2183' from departure end of runway, 1083' right of centerline, 91' AGL/680' MSL. **Rwy 31**, ground 2' from departure end of runway, 498' left of centerline, 0' AGL/541' MSL. LOC obstruction light 303' from departure end of runway, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from departure end of runway, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from departure end of runway, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from departure end of runway, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from departure end of runway, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from departure end of runway, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from departure end of runway, 83' left of centerline, 91' AGL/630' MSL.

ONEIDA, TN

SCOTT MUNI

NOTE: **Rwy 5**, tree 2800' from departure end of runway, 600' right of centerline, 69' AGL/1605' MSL. **Rwy 23**, pole 950' from departure end of runway, on centerline, 42' AGL/1575' MSL. Power line 2938' from departure end of runway, 450' right of centerline, 142' AGL/1660' MSL.

OWENSBORO, KY

OWENSBORO-DAVISS COUNTY (OWB)

AMDT 4 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. w/min. climb of 340' per NM to 1000.DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 1000 before turning west.

NOTE: **Rwy 5**, numerous buildings beginning 340' from departure end of runway, 454' left of centerline, up to 31' AGL/436' MSL. Multiple trees beginning 1898' from departure end of runway, 350' left of centerline, up to 69' AGL/474' MSL. Pole 1853' from departure end of runway, 206' left of centerline, 47' AGL/452' MSL. Pole 1863' from departure end of runway, 413' left of centerline, 49' AGL/454' MSL. Windsock 393' from departure end of runway, 163' left of centerline, 10' AGL/418' MSL. Trees beginning 1489' from departure end of runway, 429' right of centerline, up to 49' AGL/454' MSL. **Rwy 18**, pole 942' from departure end of runway 133' left of centerline, 38' AGL/438' MSL. Pole 1134' from departure end of runway, 675' left of centerline, 45' AGL/445' MSL. **Rwy 23**, tree 1521' from departure end of runway, 650' right of centerline, 100' AGL/509' MSL. Tree 2223' from departure end of runway, 81' right of centerline, 82' AGL/482' MSL. **Rwy 36**, multiple trees beginning 478' from departure end of runway, 500' right of centerline, up to 36' AGL/439' MSL. Tower 1.54 NM from departure end of runway, 2941' right of centerline, 403' AGL/803' MSL. Obstacle light on tower 1.55 NM from departure end of runway, 2940' right of centerline, 403' AGL/803' MSL. Tree 939' from departure end of runway, 496' left of centerline, 40' AGL/443' MSL. Building 508' from departure end of runway, 578' left of centerline, 22' AGL/426' MSL.

PADUCAH, KY

BARKLEY RGNL

NOTE: **Rwy 4**, multiple trees and bushes beginning 131' from departure end of runway, 13' left of centerline, up to 100' AGL/452' MSL. Multiple trees beginning 697' from departure end of runway, 19' right of centerline, up to 100' AGL/464' MSL. Pole 1301' from departure end of runway, 316' right of centerline, up to 17' AGL/415' MSL. **Rwy 14**, multiple trees beginning 858' from departure end of runway, 77' left of centerline, up to 100' AGL/487' MSL. Road 551' from departure end of runway, 144' left of centerline, 17' AGL/422' MSL. Tree 788' from departure end of runway, 13' right of centerline, up to 100' AGL/439' MSL. Terrain 13' from departure end of runway, 320' right of centerline, 0' AGL/404' MSL. **Rwy 22**, multiple terrain and trees beginning 128' from departure end of runway, 30' left of centerline, up to 100' AGL/507' MSL. Road 981' from departure end of runway, 692' right of centerline, 17' AGL/444' MSL. Terrain 76' from departure end of runway, 3' right of centerline, 0' AGL/420' MSL. Terrain 25' from departure end of runway, 388' right of centerline, 0' AGL/411' MSL. **Rwy 32**, multiple trees beginning 376' from departure end of runway, 173' right of centerline, up to 100' AGL/458' MSL. Multiple trees and terrain beginning 31' from departure end of runway, 42' left of centerline, up to 100' AGL/462' MSL.



**PIKEVILLE, KY**

PIKE COUNTY-HATCHER FIELD (PBX)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. w/ min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, for climb in visual conditions: cross Pike County-Hatcher Field airport at or above 2300 before proceeding on course.

NOTE: **Rwy 9**, tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL. Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

PORTLAND, TN

PORTLAND MUNI

NOTE: **Rwy 1**, tree 501' from departure end of runway, 180' right of centerline, 100' AGL/839' MSL. Tree 1564' from departure end of runway, 507' left of centerline, 100' AGL/839' MSL. **Rwy 19**, multiple trees 673' from departure end of runway, 83' right of centerline, up to 100' AGL/919' MSL.

PRESTONSBURG, KY

BIG SANDY RGNL

NOTE: **Rwy 21**, multiple trees and poles beginning 250' from departure end of runway, 11' right of centerline, up to 72' AGL/1272' MSL. Multiple trees and poles beginning 294' from departure end of runway, 35' left of centerline, up to 83' AGL/1283' MSL.

PULASKI, TN

ABERNATHY FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1½ or std. with a min. climb of 291' per NM to 1200. **Rwy 34**, 400-1½ or std. with a min. climb of 380' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 155° to 1200 before turning.

NOTE: **Rwy 16**, trees 1.43 NM from departure end of runway, 1986' right of centerline, 100' AGL/999' MSL. **Rwy 34**, multiple trees beginning 4625' from departure end of runway, 740' left of centerline, up to 100' AGL/979' MSL. Trees 1.2 NM from departure end of runway, 135' right of centerline, 100' AGL/1019' MSL.

ROCKWOOD, TN

ROCKWOOD MUNI

TAKE-OFF MINIMUMS: **Rwy 22**, 500-2 or std. with a min. climb of 300' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 22**, climb runway heading to 4000 before proceeding on course.

ROGERSVILLE, TN

HAWKINS COUNTY

TAKE-OFF MINIMUMS: **Rwy 7**, 500-1. **Rwy 25**, 800-1.

DEPARTURE PROCEDURE: Climb on runway heading to 2600 before turning.

RUSSELLVILLE, KY

RUSSELLVILLE-LOGAN COUNTY

DEPARTURE PROCEDURE: **Rwy 6**, climb to 1700 before turning left. **Rwy 24**, climb to 1700 before turning right.

SABRE AHP (FORT CAMPBELL) (EOD)

CLARKSVILLE, TN AMDT 1, 09183

Rwy 22, Vehicle on road 134' from DER, 259' right of centerline, up to 15' AGL/604' MSL.

SAVANNAH, TN

SAVANNAH-HARDIN COUNTY (SNH)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 400-2¼ or std. with min. climb of 260' per NM to 1000.

NOTE: **Rwy 1**, trees beginning 1243' from DER, 101' right of centerline, up to 70' AGL/589' MSL. **Rwy 19**, trees beginning 973' from DER, left and right of centerline, up to 70' AGL/789' MSL.

SELMER, TN

ROBERT SIBLEY (SZY)

ORIG 08269 (FAA)

NOTE: **Rwy 17**, terrain beginning 71' from departure end of runway, 154' right of centerline, up to 644' MSL. Trees beginning 104' from departure end of runway, 405' right of centerline, up to 76' AGL/695' MSL. Pole 1208' from departure end of runway, 810' right of centerline, 28' AGL/687' MSL. Pole 1857' from departure end of runway, 380' right of centerline, 45' AGL/664' MSL. **Rwy 35**, vehicles on roadway 107' from departure end of runway, on centerline, up to 15' AGL/622' MSL. Trees beginning 95' from departure end of runway, 206' right of centerline, up to 51' AGL/645' MSL.

SEVIERVILLE, TN

GATLINBURG-PIGEON FORGE

DEPARTURE PROCEDURE: **Rwy 10**, climbing left turn via VXV VORTAC R-090 westbound to 5000 before turning on course. **Rwy 28**, climb direct VXV VORTAC to 5000 before turning on course.

NOTE: **Rwy 10**, trees 300' from departure end of runway, 350' left of centerline, 80' AGL/1123' MSL. Trees 610' from departure end of runway, 390' left of centerline, 85' AGL/1137' MSL. Power line 1504' from departure end of runway, 380' left of centerline, 55' AGL/1091' MSL. **Rwy 28**, trees 120' left of departure end of runway, 45' AGL/1062' MSL. Tower 13,580' from departure end of runway, 2626' right of centerline, 175' AGL/1359' MSL.

SHELBYVILLE, TN

BOMAR FIELD-SHELBYVILLE MUNI (SYI)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1600 before turning left. **Rwy 36**, climb heading 345° to 1700 before turning right.

NOTE: **Rwy 18**, tree 81' from departure end of runway, 176' right of centerline, up to 100' AGL/890' MSL. Tree 86' from departure end of runway, 199' left of centerline, up to 100' AGL/880' MSL. **Rwy 36**, trees and terrain 505' from departure end of runway, 36' left of centerline, up to 7' AGL/806' MSL.



**SMITHVILLE, TN**

SMITHVILLE MUNI (0A3)

ORIG 08157 (FAA)

NOTE: **Rwy 6**, trees and terrain beginning 76' from departure end of runway, 256' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 733' from departure end of runway, 11' left of centerline up to 100' AGL/1119' MSL. **Rwy 24**, trees and terrain beginning 76' from departure end of runway, 8' left of centerline, up to 100' AGL/1119' MSL. Trees and terrain beginning 83' from departure end of runway, 162' right of centerline, up to 100' AGL/1179' MSL.

SMYRNA, TN

SMYRNA (MQY)

AMDT 5 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 1200 before turning northeast.

NOTE: **Rwy 1**, multiple trees beginning 842' from DER, 80' right of centerline, up to 60' AGL/580' MSL. Multiple trees beginning 1191' from DER, 193' left of centerline, up to 60' AGL/569' MSL. **Rwy 14**, tree 1321' from DER, 808' left of centerline, up to 60' AGL/572' MSL. **Rwy 19**, multiple trees beginning 1808' from DER, 67' right of centerline, up to 60' AGL/601' MSL. Light 1495' from DER, 603' right of centerline, up to 49' AGL/573' MSL. Multiple trees beginning 1649' from DER, 167' left of centerline, up to 60' AGL/622' MSL. **Rwy 32**, multiple trees beginning 413' from DER, 65' right of centerline, up to 60' AGL/695' MSL. Multiple trees beginning 78' from DER, 298' left of centerline, up to 60' AGL/635' MSL.

SOMERSET, KY

LAKE CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 900-2 or std. with a min. climb of 420' per NM to 2000. **Rwy 23**, 800-2 or std. with a min. climb of 220' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 046° to 2000 before turning. **Rwy 23**, climb via heading 236° to 2000 before turning.

NOTE: **Rwy 5**, tower 10, 412' from departure end of runway, 497' right of centerline, 100' AGL/1300' MSL. **Rwy 23**, tower 20, 700' from departure end of runway, 17,575' left of centerline, 460' AGL/1715' MSL.

SOMERVILLE, TN

FAYETTE COUNTY

NOTE: **Rwy 1**, multiple trees beginning 527' from departure end of runway, 343' right of centerline, up to 100' AGL/529' MSL. Multiple trees beginning 427' from departure end of runway, 8' left of centerline, up to 100' AGL/529' MSL. **Rwy 19**, multiple trees beginning 87' from departure end of runway, 306' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 709' from departure end of runway, 455' left of centerline, up to 100' AGL/549' MSL.

SPARTA, TN

UPPER CUMBERLAND RGNL (SRB)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 037° to 3400 before proceeding on course.

NOTE: **Rwy 4**, tree 56' from departure end of runway, 448' right of centerline, 100' AGL/1049' MSL. Tree 484' from departure end of runway, 574' right of centerline, 100' AGL/1056' MSL. **Rwy 22**, tree 1646' from departure end of runway, 775' left of centerline, 100' AGL/1069' MSL.

SPRINGFIELD, KY

LEBANON-SPRINGFIELD

TAKE-OFF MINIMUMS: **Rwy 11**, 300-1.**SPRINGFIELD, TN**

SPRINGFIELD ROBERTSON COUNTY

NOTE: **Rwy 22**, trees 1419' from departure end of runway, 15' left of centerline, 42' AGL/742' MSL.

STURGIS, KY

STURGIS MUNI

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1.

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 800 before turning west.

TOMPKINSVILLE, KY

TOMPKINSVILLE-MONROE COUNTY (TZV)

ORIG 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 218° to 2000 before proceeding on course.

NOTE: **Rwy 4**, trees beginning at DER, left and right of centerline, up to 100' AGL/1100' MSL. **Rwy 22**, pole 10' from DER, 114' right of centerline, 2' AGL/1016' MSL. Trees beginning at DER, left and right of centerline, up to 100' AGL/1132' MSL.

TRENTON, TN

GIBSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1500 before turning east.

TULLAHOMA, TN

TULLAHOMA RGNL/WM NORTHERN FIELD

(THA)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA - Turf runway.**UNION CITY, TN**

EVERETT-STEWART RGNL (UCY)

ORIG 08101 (FAA)

NOTE: **Rwy 19**, vehicles on roadway beginning 177' from departure end of runway, left and right of centerline, up to 15' AGL/364' MSL.

WAVERLY, TN

HUMPHREYS COUNTY

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 200-1.

**WILLIAMSBURG, KY****WILLIAMSBURG-WHITLEY COUNTY**

TAKE-OFF MINIMUMS: **Rwy 2**, 400-1¼ or std. w/ a min. climb of 470' per NM to 1700. **Rwy 20**, std. w/ min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018° to 2000 before turning East. **Rwy 20**, for climb in visual conditions cross Williamsburg-Whitley County Airport at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 2**, multiple trees beginning 1167' from departure end of runway, 524' right of centerline, up to 49' AGL/1226' MSL. Multiple trees beginning 3563' from departure end of runway, left of centerline, up to 175' AGL/1353' MSL. Multiple trees beginning 4285' from departure end of runway, right of centerline, up to 321' AGL/1499' MSL. **Rwy 20**, multiple trees beginning 331' from departure end of runway, 331' left of centerline, up to 62' AGL/1217' MSL.

WINCHESTER, TN**WINCHESTER MUNI**

TAKE-OFF MINIMUMS: **Rwy 18**, 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb on runway heading to 2000 before turning.



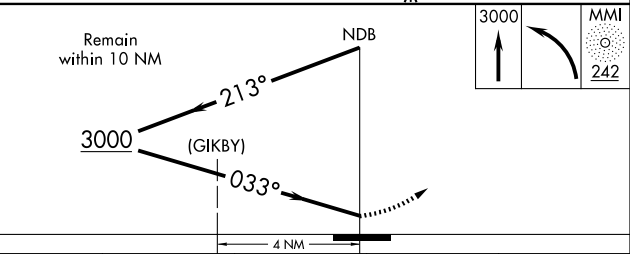
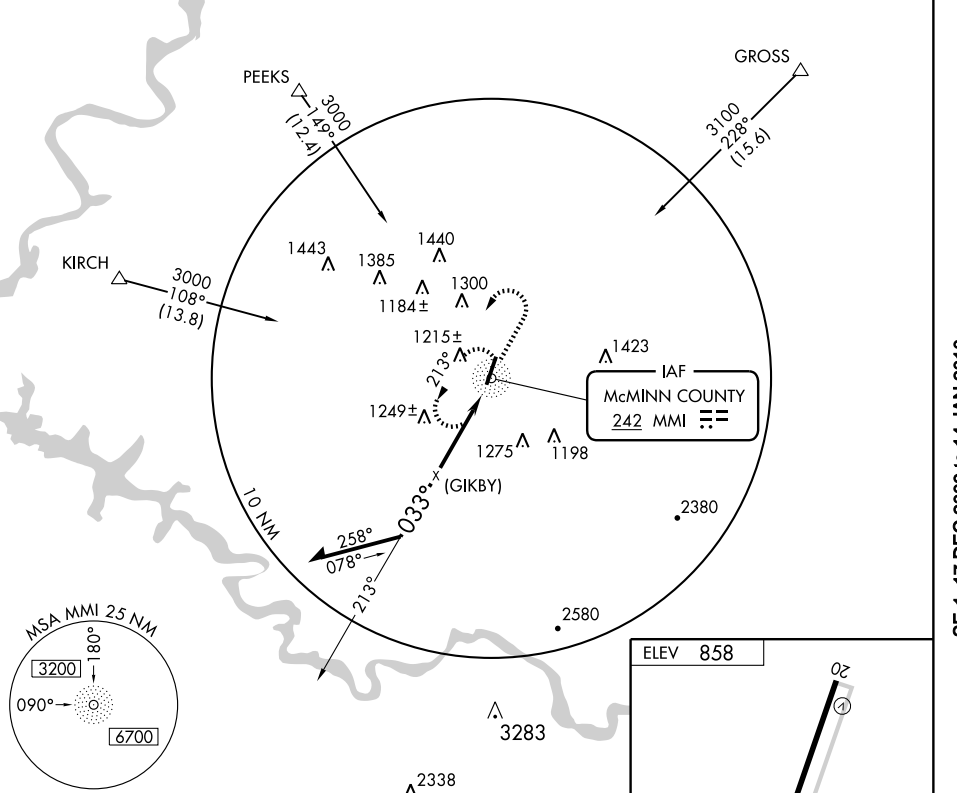
▼

▲ NA

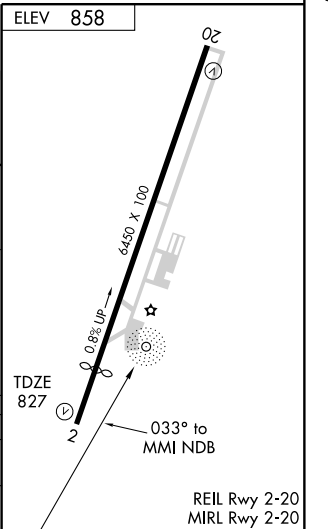
If local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climb to 3000 then left turn direct MMI NDB and hold.

AWOS-3 125.425	KNOXVILLE APP CON 123.9 353.6	GCO 121.725	UNICOM 122.8 (CTAF)
-------------------	----------------------------------	----------------	------------------------



CATEGORY	A	B	C	D
S-2	1620-1 793 (800-1)	1620-1¼ 793 (800-1¼)	1620-2¼ 793 (800-2¼)	1620-2½ 793 (800-2½)
CIRCLING	1620-1 770 (800-1)	1620-1¼ 770 (800-1¼)	1620-2¼ 770 (800-2¼)	1620-2½ 770 (800-2½)



SE-1, 17 DEC 2009 to 14 JAN 2010

REIL Rwy 2-20
MIRL Rwy 2-20

APP CRS	Rwy Idg	6450
202°	TDZE	858
	Apt Elev	858

RNAV (GPS) RWY 20

T
A NA If local altimeter setting not received, use Mcghee Tyson altimeter setting and increase all MDAs 120 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

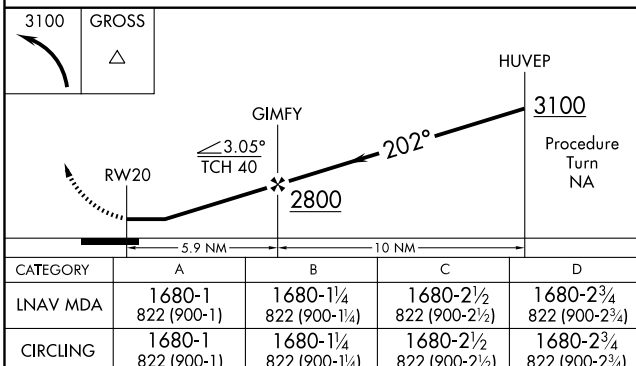
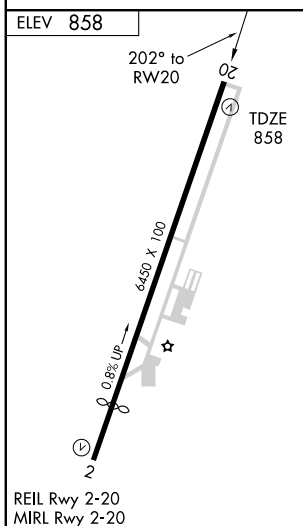
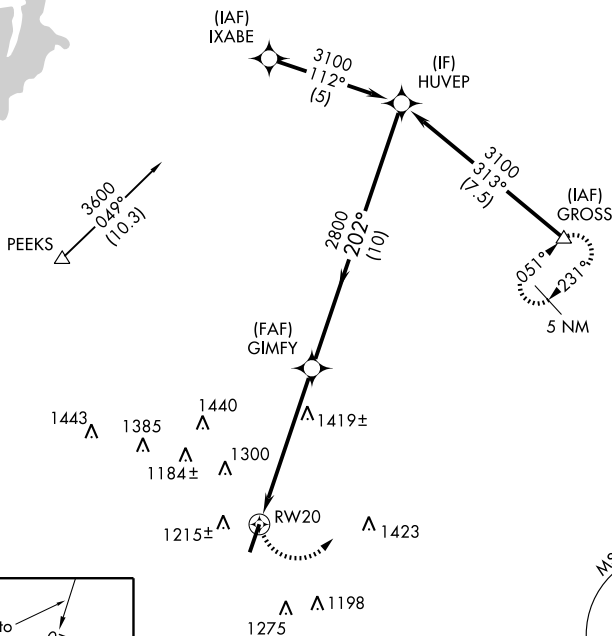
MISSED APPROACH: Climbing left turn to 3100 direct GROSS and hold.

AWOS-3
125.425

KNOXVILLE APP CON
123.9 353.6

GCO
121.725

UNICOM
122.8 (CTAF)



APP CRS	Rwy Idg	5000
006°	TDZE	499
	Apt Elev	499

RNAV (GPS) RWY 1

BOLIVAR / WILLIAM L. WHITEHURST FIELD (M08)

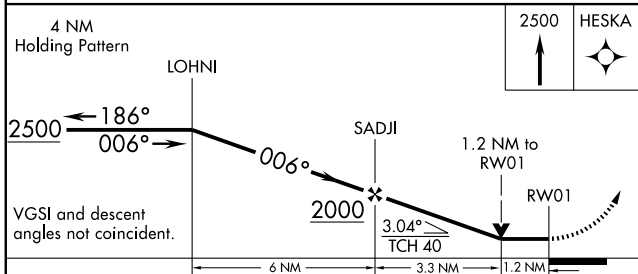
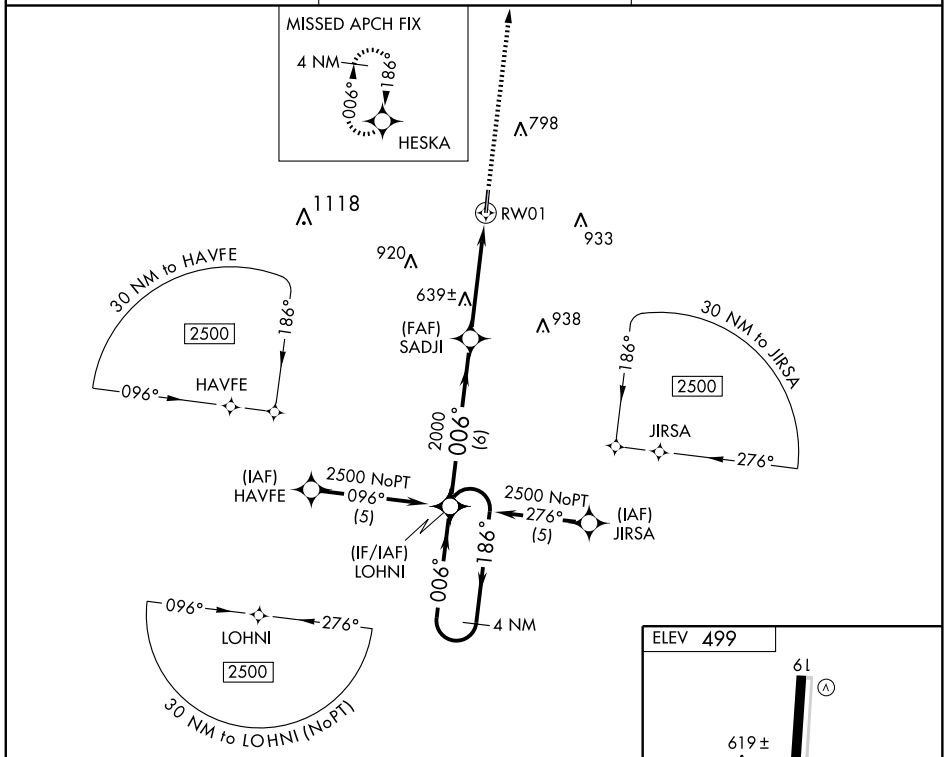
T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A NA When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LNAV Cat D visibility ¼ mile, and Circling Cat D ½ mile.
 VDP NA when using Jackson altimeter setting.

MISSED APPROACH: Climb to 2500 direct HESKA and hold.

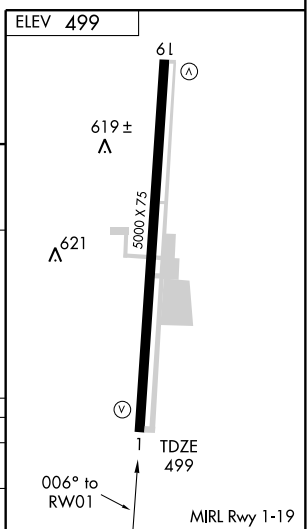
AWOS-3
121.125

MEMPHIS CENTER
124.35 239.3

UNICOM
123.0 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	900-1	401 (500-1)	900-1 $\frac{1}{4}$	401 (500-1 $\frac{1}{4}$)
CIRCLING	980-1	481 (500-1)	980-1 $\frac{1}{2}$ 481 (500-1 $\frac{1}{2}$)	1160-2 661 (700-2)



APP CRS	Rwy Idg	5000
186°	TDZE	491
	Apt Elev	499

RNAV (GPS) RWY 19

BOLIVAR / WILLIAM L. WHITEHURST FIELD (M08)



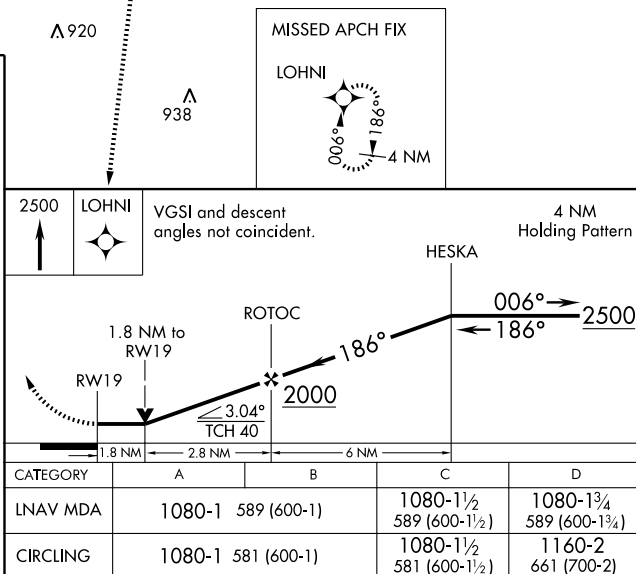
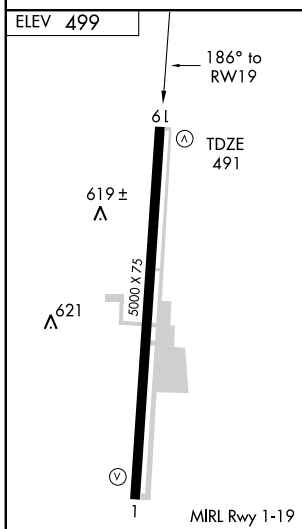
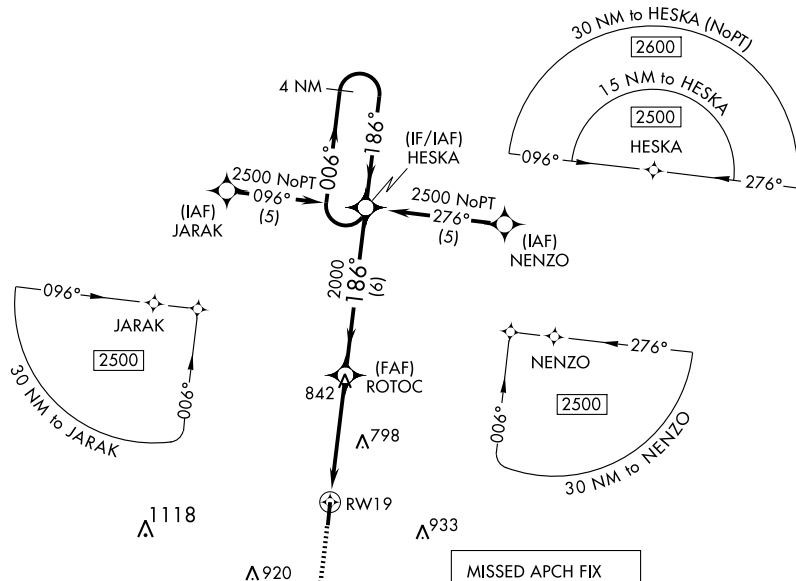
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility $\frac{1}{4}$ mile, increase Circling Cat C visibility $\frac{1}{4}$ mile and Cat D visibility $\frac{1}{2}$ mile. VDP NA when using Jackson altimeter setting.

MISSED APPROACH: Climb to 2500
direct LOHNI and hold.

AWOS-3
121.125

MEMPHIS CENTER
124.35 239.3

UNICOM
123.0 (CTAF)



AIRPORT DIAGRAM

AL-426 (FAA)

BRISTOL/TRI-CITIES RGNL TN/VA (TRI)
BRISTOL-JOHNSON-KINGSPORT, TENNESSEE

ATIS 118.25
TRI-CITY TOWER ★
119.5 257.8
GND CON
121.7 348.6

▲ 1743±

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

NORTH GA
RAMP

TERMINAL

FIELD
ELEV
1519SOUTH GA
RAMPCONTROL
TOWERCORPORATE
HANGARSCARGO
RAMPCARGO
TERMINAL

RWY 5-23
S100, D150, ST175, DT210
RWY 9-27
S30, D50, DT95

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-1, 17 DEC 2009 to 14 JAN 2010

82° 25' W

82° 24' W

⚠

Circling not authorized northwest of Rwy 9 and 23.

⚠

Autopilot Coupled Approach not authorized below 1739' MSL.

⚠

RADAR or ADF REQUIRED

MISSED APPROACH: Climb to 4100 direct MOCCA

LOM and hold.

ATIS 118.25	TRI-CITY APP CON ★ 134.425 317.5	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
----------------	-------------------------------------	--	------------------------	------------------

RADAR REQUIRED

LOM MOCCA
299 TR

2240
2242
2130
2426
228°
048°

2031
2152
2226
1964±
2775
1856±
1817±
1704±
1672
2123
2225
1996
1818±
3118
3554
3540

LOCALIZER 111.5
I-BON

LOM/IAF
BOOIE
221 BO

RADAR

048°
183°
228°
003°

10 NM

MSA BO 25 NM
5500
7400
090°
270°

4632
4150
4424
3210
4329
3615

Remain within 10 NM

BOOIE LOM/RADAR

3600
228°
048°
3400

3316

MM

5.1 NM
0.4

4100
TR
299

GS 3.00°
TCH 43

CATEGORY	A	B	C	D
S-ILS 5	1698/40 200 (200-¾)			
S-LOC 5	1960/50	462 (500-1)	1960/60 462 (500-1¼)	1960-1½ 462 (500-1½)
CIRCUING	2340-1 821 (900-1)	2340-1¼ 821 (900-1¼)	2340-2½ 821 (900-2½)	2340-2¾ 821 (900-2¾)

ELEV 1519

1599±

1693±
1634
1618
4442 X 1.50
1566±

0.4% UP
0.4% DOWN
8000 X 1.50

TDZE 1498

048° 5.5 NM from FAF

REIL Rwy 27
TDZ/CL Rwy 23
HIRL Rwy 5-23
MIRL Rwy 9-27

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-1, 17 DEC 2009 to 14 JAN 2010

LOC I-TRI	APP CRS	Rwy Idg	8000
<u>109.9</u>	228°	TDZE	1518
		Apt Elev	1519

ILS RWY 23

BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway center line 3571 feet from runway threshold. Circling not authorized NW of Rwy's 9 and 23. When control tower closed: 1. S-ILS-23 increase visibilities to RVR 4000 all Cats. 2. S-LOC-23 increase visibilities 1/2 mile all Cats. ADF OR RADAR REQUIRED

ALSF-2

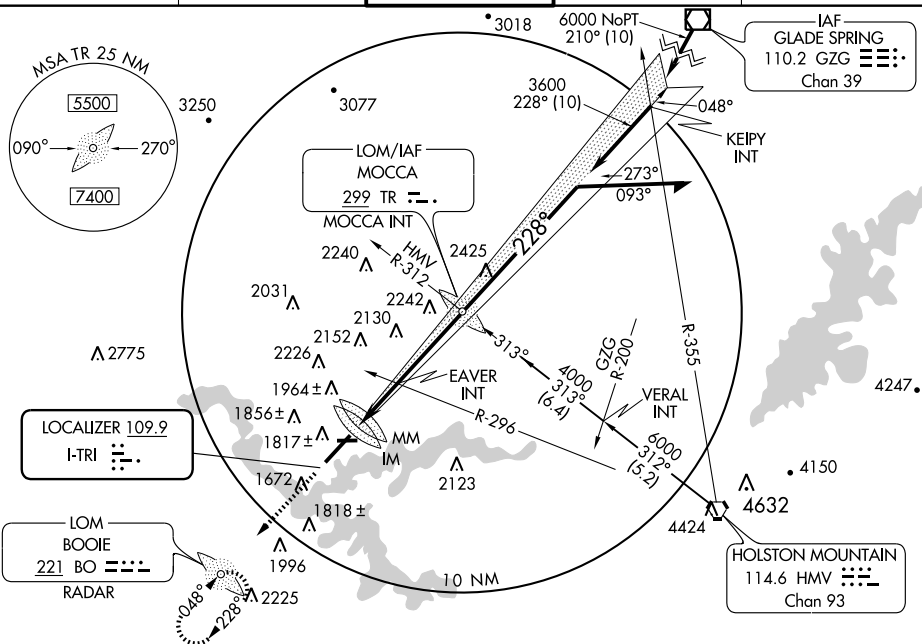
MISSED APPROACH: Climb to 3800 direct BOOIE LOM/RADAR and hold.

ATIS
118.25

TRI-CITY APP CON ★
134.425 317.5

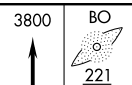
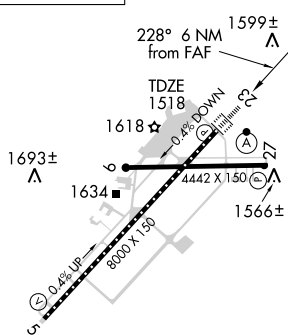
TRI-CITY TOWER ★
119.5 (CTAF) 257.8

GND CON
121.7 348.6

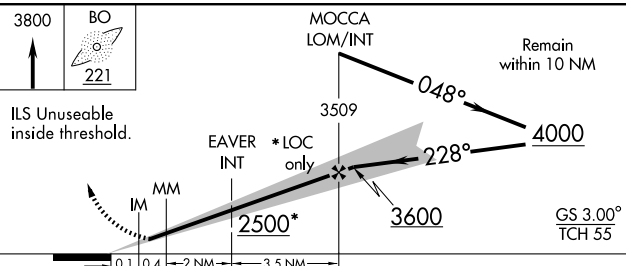
UNICOM
122.95

SE-1. 17 DEC 2009 to 14 JAN 2010

ELEV 1519



ILS Unuseable
inside threshold.



CATEGORY	A	B	C	D
S-ILS 23	1718/18 200 (200-½)			
S-LOC 23	2500/40 982 (1000-¾)	2500-1 982 (1000-1)	2500-2½	982 (1000-2½)
CIRCLING	2500-1¼ 981 (1000-1¼)	2500-1½ 981 (1000-1½)	2500-3	981 (1000-3)
EAEVER INT MINIMUMS				
S-LOC 23	1980/24	462 (500-½)	1980/40 462 (500-¾)	1980/50 462 (500-1)
CIRCLING	2340-1 821 (900-1)	2340-1¼ 821 (900-1¼)	2340-2½ 821 (900-2½)	2340-2¾ 821 (900-2¾)

REIL Rwy 27
TDZ/CL Rwy 23
HIRL Rwy 5-23
MIRL Rwy 9-27

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

LOC I-TRI	APP CRS	Rwy Idg	8000
109.9	228°	TDZE	1518
		Apt Elev	1519

ILS RWY 23 (CAT II)

BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

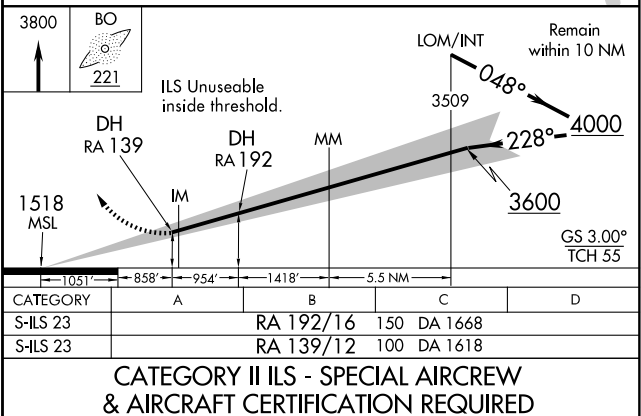
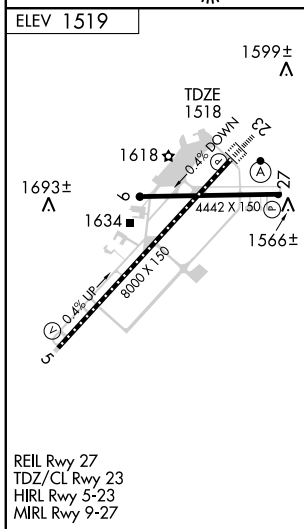
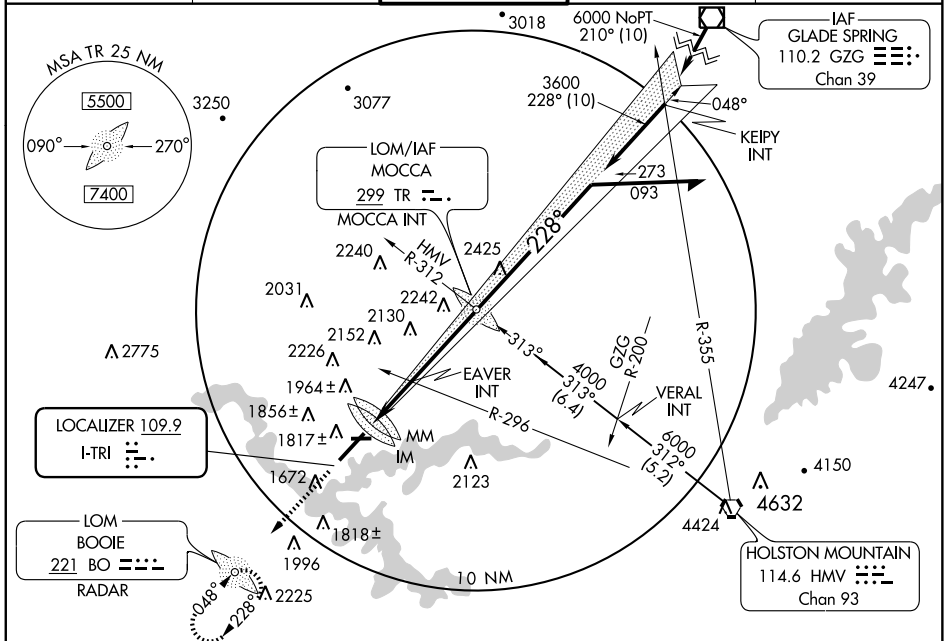


CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway center line 3571 feet from runway threshold. Circling not authorized NW of Rwy 9 and 23. When control tower closed, Cat. II not authorized. ADF OR RADAR REQUIRED



MISSED APPROACH: Climb to 3800 direct BOOIE LOM/RADAR and hold.

ATIS 118.25	TRI-CITY APP CON ★ 134.425 317.5	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
----------------	-------------------------------------	--	------------------------	------------------



CATEGORY	A	B	C	D
S-ILS 23	RA 192/16	150	DA 1668	
S-ILS 23	RA 139/12	100	DA 1618	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

APP CRS

Rwy Idg

048°

TDZE

1498

Apt Elev

1519

RNAV (GPS) RWY 5

BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

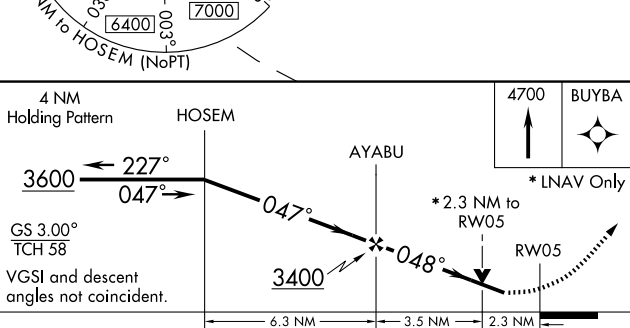
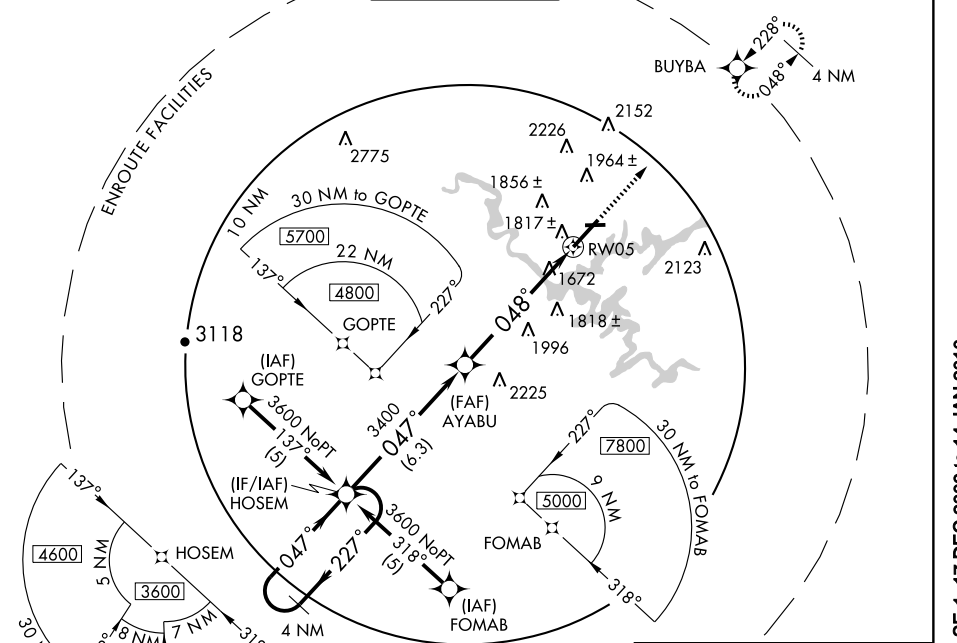
▽

NA

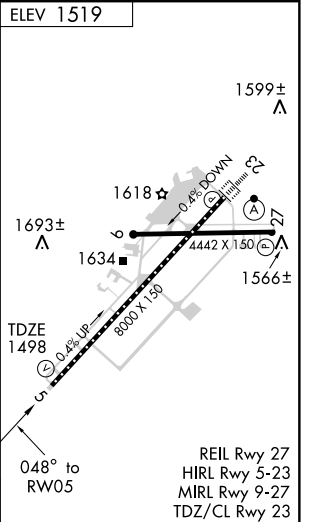
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro/VNAV NA below -18°C (0°F).
Circling NA NW of Rwy 9 and 23. Circling to Rwy 9 NA at night.
When VGSI inoperative, circling to Rwy 27 NA at night.

MISSED APPROACH: Climb to 4700 direct BUYBA WP and hold.

ATIS 118.25	TRI-CITY APP CON★ 134.425 317.5	TRI-CITY TOWER★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
----------------	------------------------------------	---------------------------------------	------------------------	------------------



CATEGORY	A	B	C	D
GLS PA DA	NA			
RNAV/VNAV DA	2080-2 582 (600-2)			
RNAV MDA	2260/50 762 (800-1)	2260/60 762 (800-1¼)	2260-2½ 762 (800-2¼)	2260-2½ 762 (800-2½)
CIRCLING	2260-2 741 (800-2)		2260-2¼ 741 (800-2¼)	2260-2½ 741 (800-2½)



SE-1, 17 DEC 2009 to 14 JAN 2010

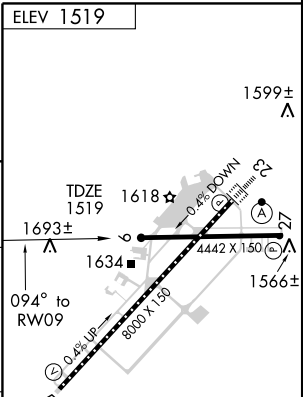
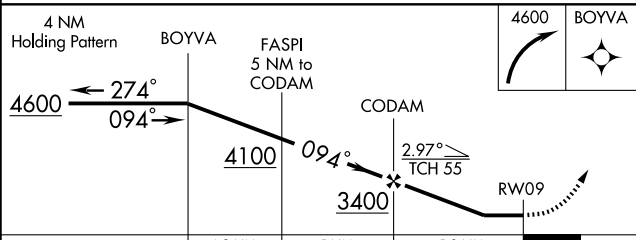
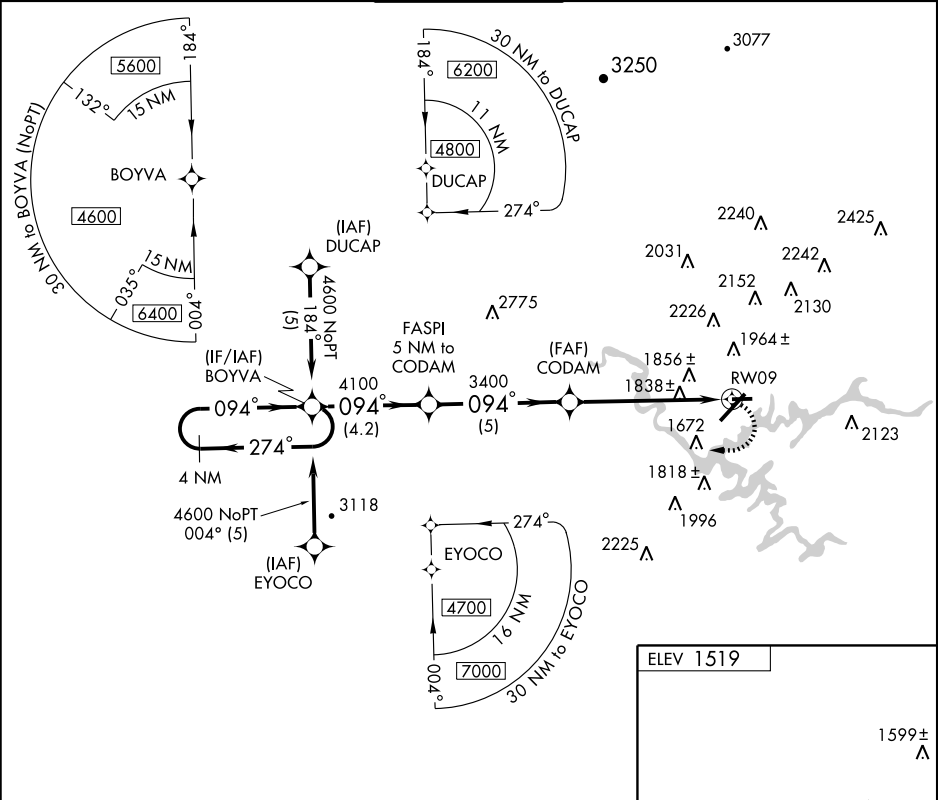
▼

NA

When VGSI inoperative, circling to Rwy 27 NA at night.
Straight-in Minimums NA at night.
Circling NA NW of Rwy 9 and 23. Circling to Rwy 09 NA at night.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4600 direct BOYVA WP and hold.

ATIS 118.25	TRI-CITY APP CON★ 134.425 317.5	TRI-CITY TOWER★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
----------------	------------------------------------	---------------------------------------	------------------------	------------------



CATEGORY	A	B	C	D
LNAV MDA	2100-1 581 (600-1)	2100-1½ 581 (600-1½)	2100-1¾ 581 (600-1¾)	2100-2 581 (600-2)
CIRCLING	2120-1 601 (700-1)	2120-1½ 601 (700-1½)	2120-2 601 (700-2)	2120-2 601 (700-2)

REIL Rwy 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

APP CRS	Rwy Idg	4442
259°	TDZE	1518
	Apt Elev	1519

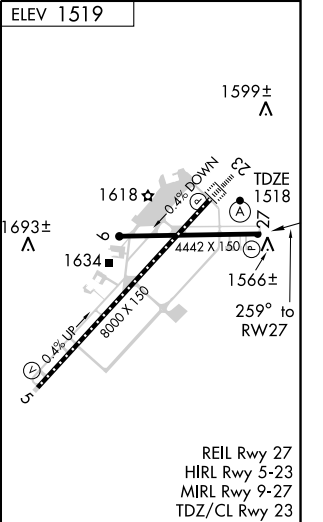
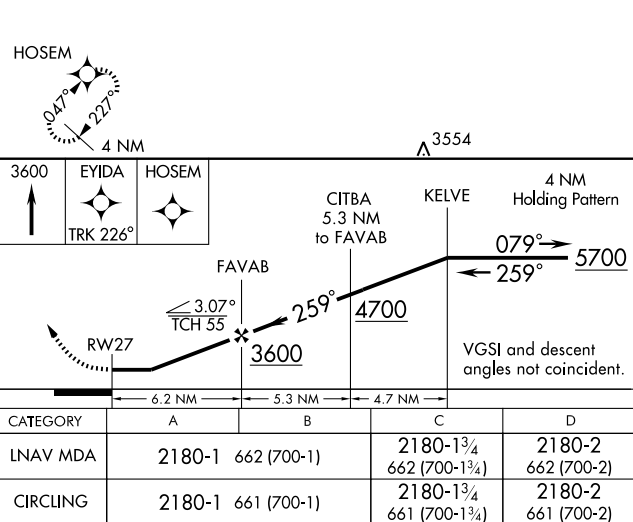
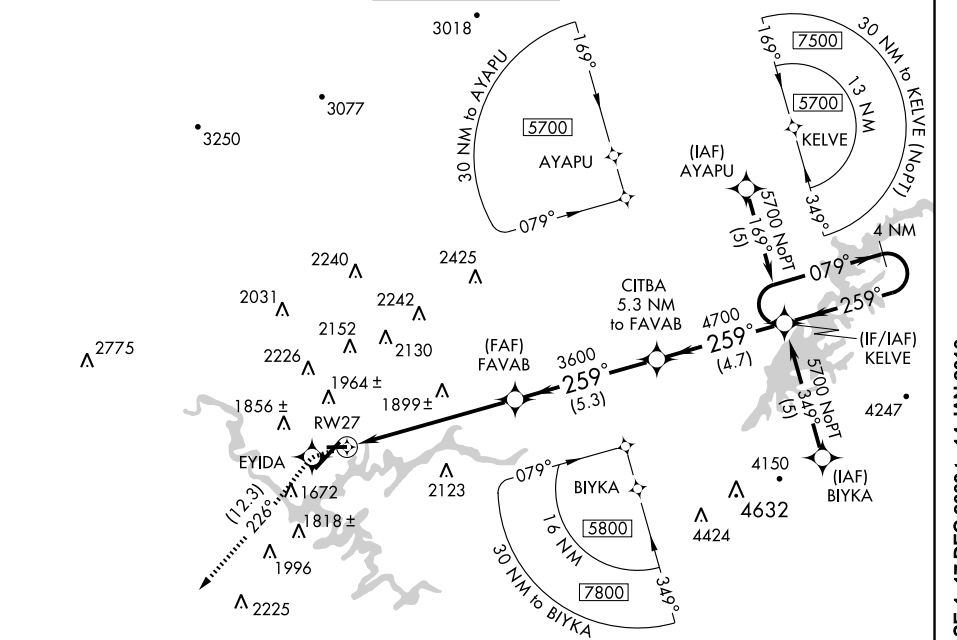
▼

NA

When VGSI inoperative, circling to Rwy 27 NA at night.
Circling NA NW of Rws 9 and 23. Circling to Rwy 09 NA at night.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Straight-in minimums NA at night.

MISSED APPROACH: Climb to 3600
direct EYIDA WP and via 226° track
to HOSEM WP and hold.

ATIS	TRI-CITY APP CON★	TRI-CITY TOWER★	GND CON	UNICOM
118.25	134.425 317.5	119.5 (CTAF) 257.8	121.7 348.6	122.95



SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS

Rwy Idg

228°

TDZE

8000

1518

Apt Elev

1519

RNAV (GPS) Y RWY 23

Bristol / Tri-Cities Rgnl TN/VA (TRI)

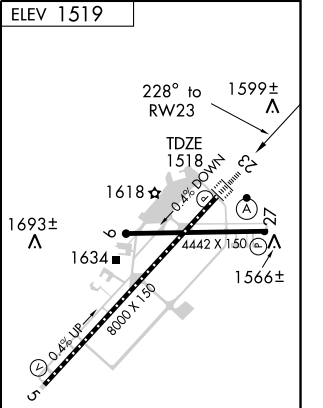
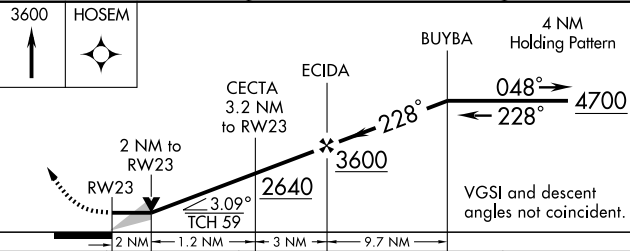
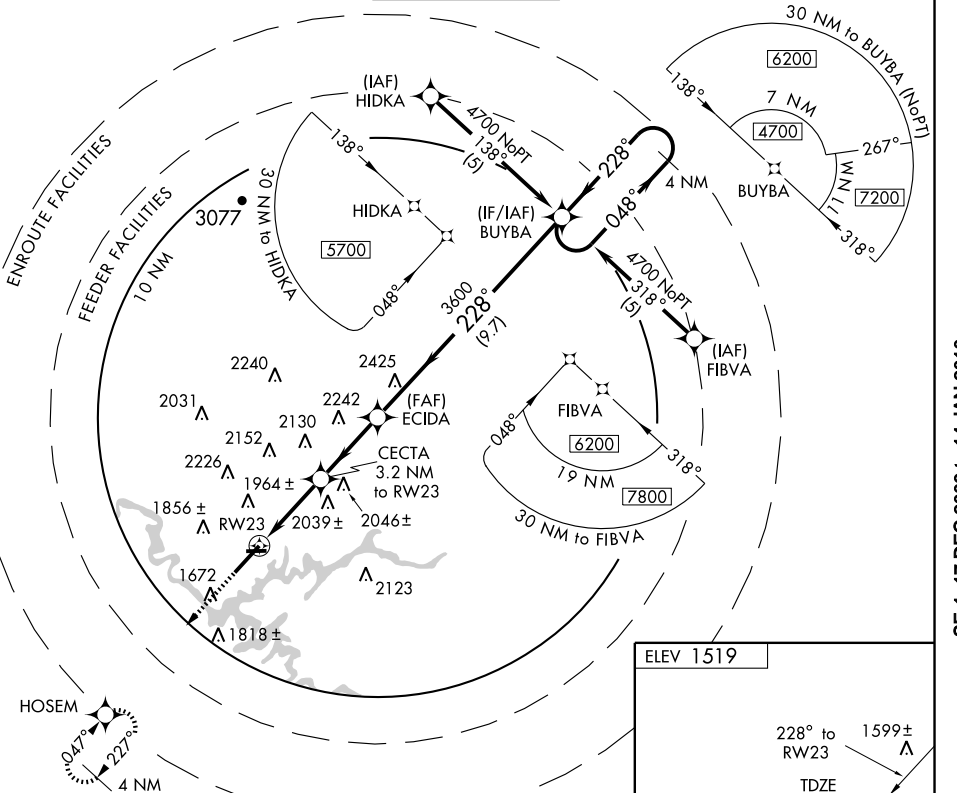
NA

Circling NA NW of Rwy 9 and 23. Circling to Rwy 09 NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. When VGSI inoperative, circling to Rwy 27 NA at night.

ALSF-2

MISSED APPROACH: Climb to 3600 direct HOSEM WP and hold.

ATIS 118.25	TRI-CITY APP CON★ 134.425 317.5	TRI-CITY TOWER★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
----------------	------------------------------------	---------------------------------------	------------------------	------------------



CATEGORY	A	B	C	D
LNAV MDA	2240/24	722 (800-1/2)	2240-1 1/2 722 (800-1 1/2)	2240-1 3/4 722 (800-1 3/4)
CIRCLING	2240-1	721 (800-1)	2240-2 721 (800-2)	2240-2 1/4 721 (800-2 1/4)

REIL Rwy 27

HIRL Rwy 5-23

MIRL Rwy 9-27

TDZ/CL Rwy 23

APP CRS	Rwy Idg	8000
228°	TDZE	1518
	Apt Elev	1519

RNAV (GPS) Z RWY 23
BRISTOL / TRI-CITIES RGNL TN/VA (TRI)

T Circling NA NW of kwy's 9 and 23. Circling to kwy 07 NA at night.
Δ NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
 Baro-VNAV NA below -18°C (0°F).
 When VGSI inoperative, circling Rwy 27 NA at night.

ALSF-2



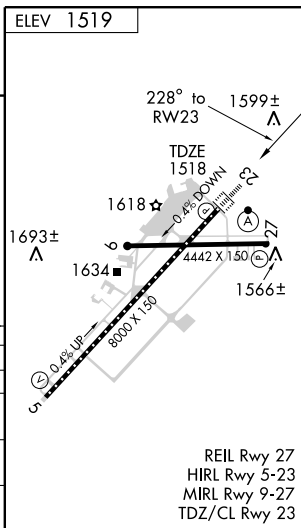
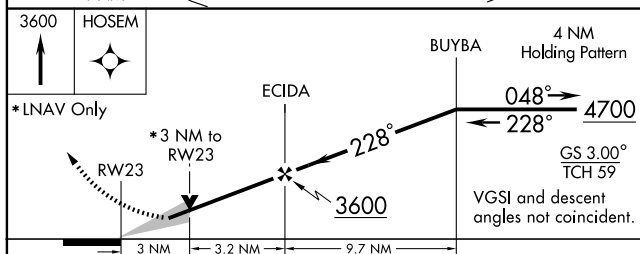
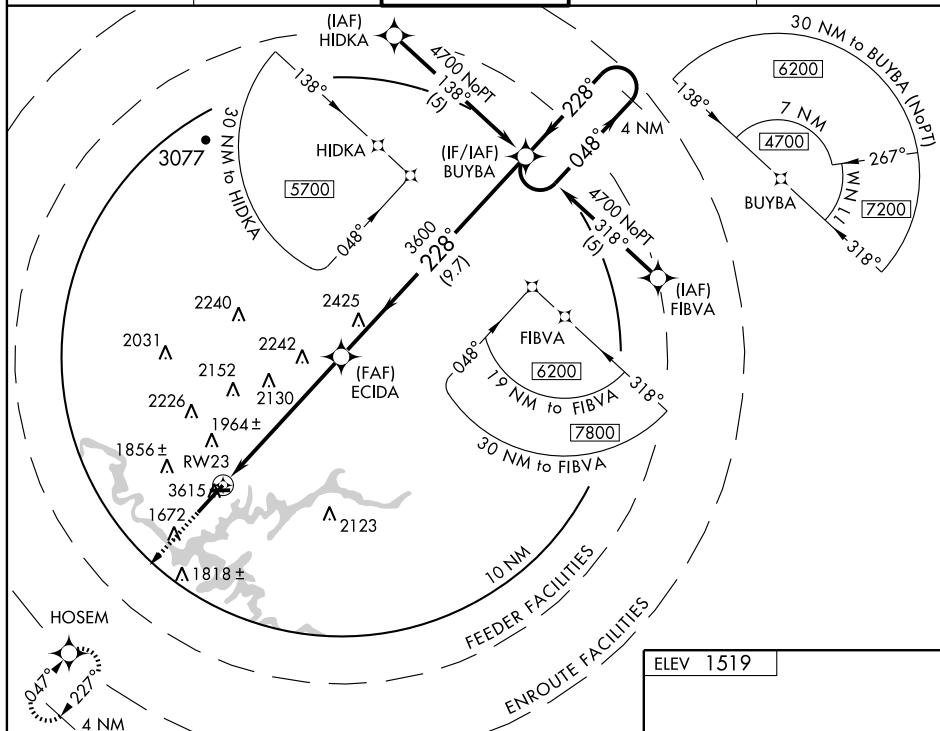
MISSED APPROACH: Climb to 3600
direct HOSEM WP and hold.

ATIS
118.25

TRI-CITY APP CON★
134.425 317.5

TRI-CITY TOWER ★
119.5 (CTAF) 257.8

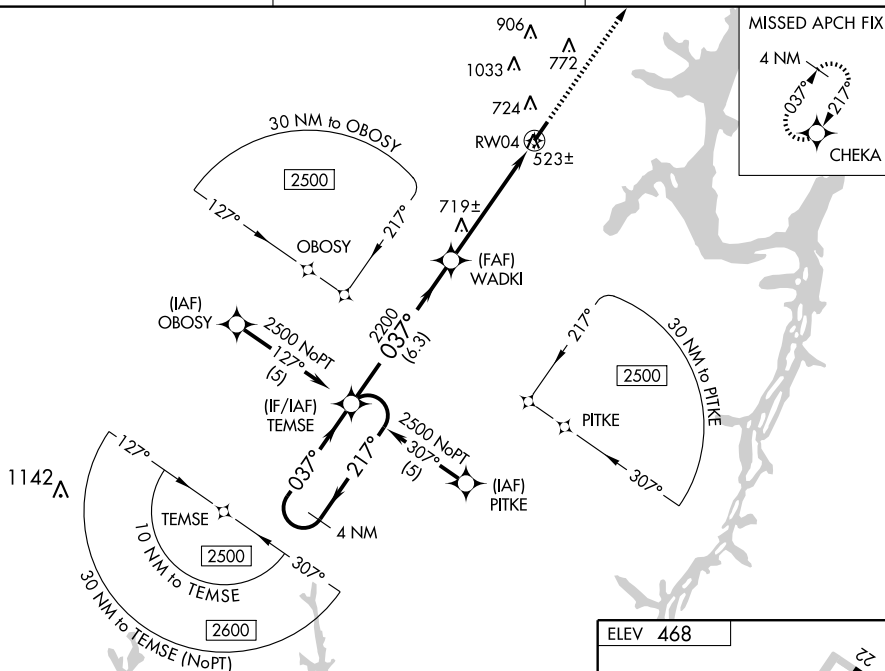
GND CON
121.7 348.6

UNICOM
122.95

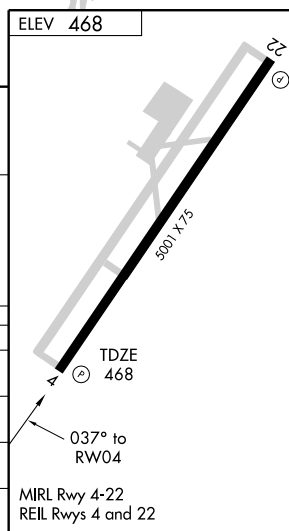
MISSED APPROACH: Climb to 2500 direct CHEKA and hold.

NA Baro-VNAV NA. DME/DME RNP-0.3NA.
Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility $\frac{1}{4}$ mile, LNAV/VNAV all Cats visibility $\frac{1}{4}$ mile, and LNAV Cat C visibility $\frac{1}{4}$ mile.

MEMPHIS CENTER
125.85 379.25

UNICOM
122.8 (CTAF)

CATEGORY	A	B	C	D
LPV DA	771-1 303 (400-1)			NA
LNAV/VNAV DA	944-1 ^{3/4} 476 (500-1 ^{3/4})			NA
LNAV MDA	1040-1 572 (600-1)		1040-1 ^{1/2} 572 (600-1 ^{1/2})	NA
CIRCLING	1140-1 672 (700-1)		1140-2 672 (700-2)	NA



Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

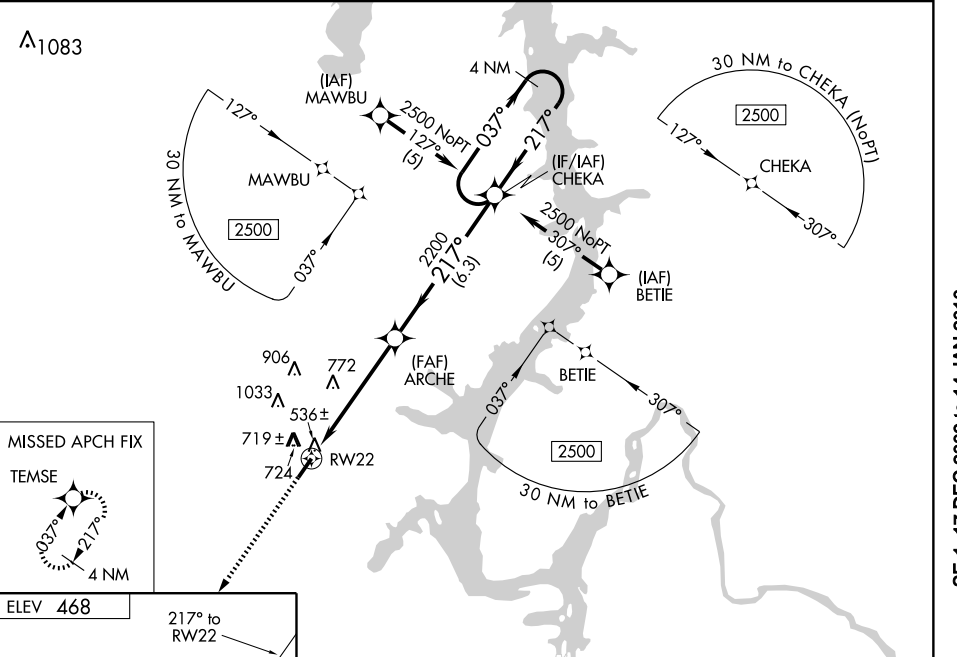
NA Use Beech River Rgnl altimeter setting; when not received, use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct TEMSE and hold.

BEECH RIVER RGNL AWOS-3
118.125

MEMPHIS CENTER
125.85 379.25

UNICOM
122.8 (CTAF)



2500 TEMSE VGSI and RNAV glidepath not coincident.				
RW22				
5.3 NM 6.3 NM				
CATEGORY	A	B	C	D
LPV DA	833-1¼ 368 (400-1¼)			NA
LNAV/VNAV DA	980-1¾ 515 (600-1¾)			NA
LNAV MDA	1080-1	615 (700-1)	1080-1¾ 615 (700-1¾)	NA
CIRCLING	1140-1	672 (700-1)	1140-2 672 (700-2)	NA

VOR/DME JKS	APP CRS	Rwy Idg	5001
109.4	023°	TDZE	468
Chan 31		Apt Elev	468

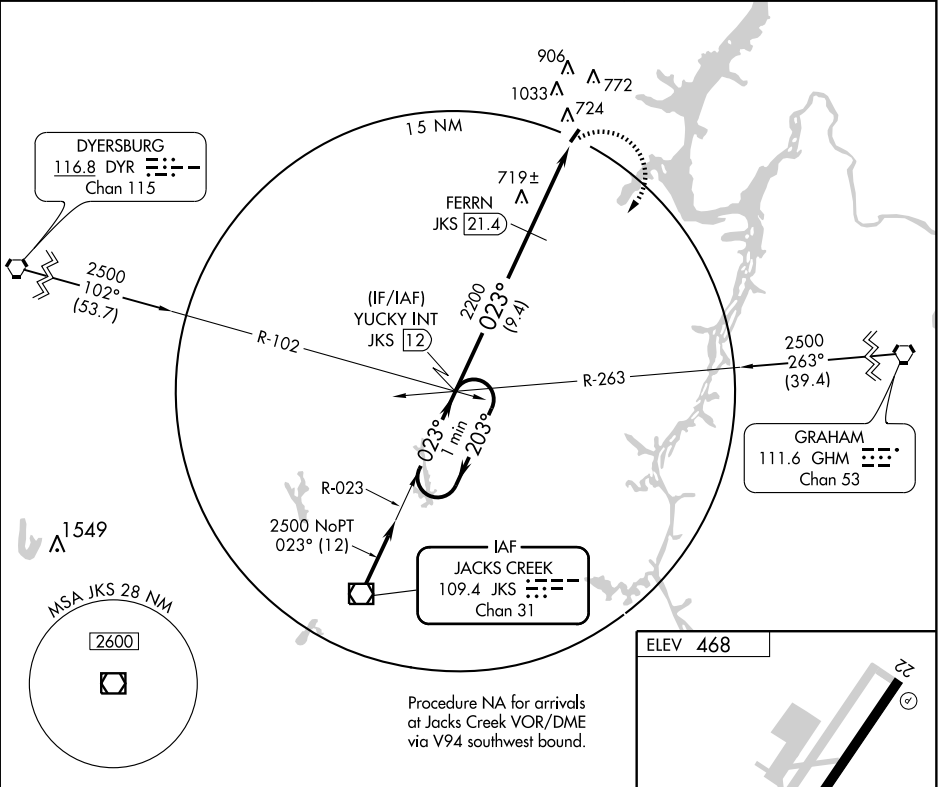
VOR/DME RWY 4
CAMDEN/ BENTON COUNTY (M4)

NA

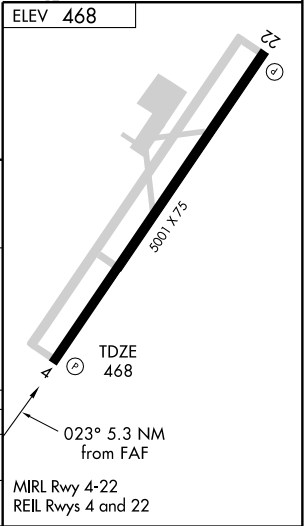
Visibility reduction by helicopters NA.
Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all MDA 60 feet and S-4 Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 via JKS VOR/DME R-023 to YUCKY INT/JKS 12 DME and hold.

BEECH RIVER RGNL AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
------------------------------------	---------------------------------	------------------------



One Minute Holding Pattern		VGS1 and descent angles not coincident.			2500 JKS R-023	YUCKY INT
YUCKY INT JKS 12		FERRN JKS 21.4		JKS 26.7		
2500 ← 203°		2200		3.00° TCH 40		
023° →		9.4 NM		5.3 NM		
CATEGORY	A	B	C	D		
S-4	1040-1 572 (600-1)	1040-1¼ 572 (600-1¼)	1040-1½ 572 (600-1½)	NA		
CIRCLING	1140-1 672 (700-1)	1140-1¼ 672 (700-1¼)	1140-2 672 (700-2)	NA		



VORTAC GHM 111.6 Chan 53	APP CRS 354°	Rwy Idg 4002 TDZE 768 Apt Elev 768
--	------------------------	---

VOR/DME or GPS RWY 2

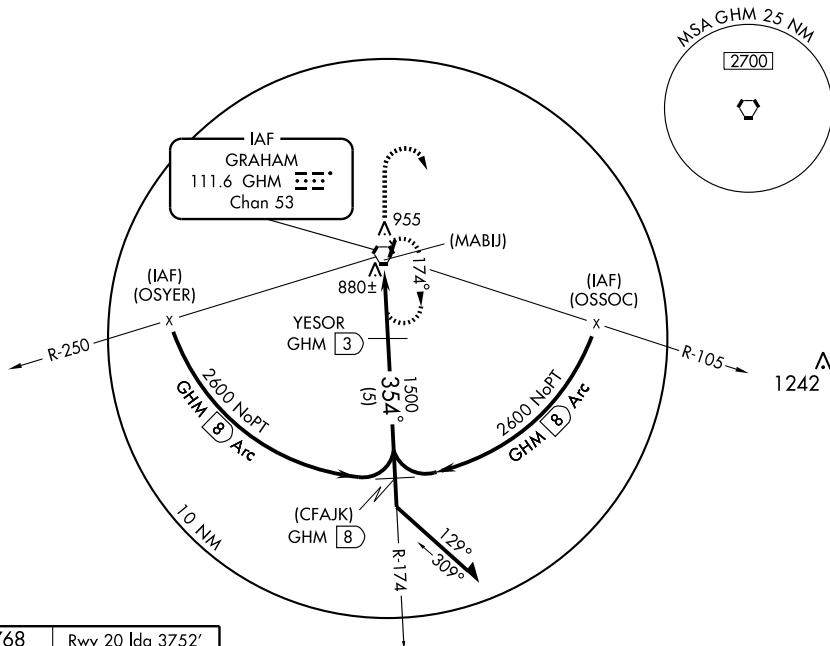
CENTERVILLE MUNI (GHM)

NA Obtain local altimeter on CTAF, if not received use Nashville altimeter setting.

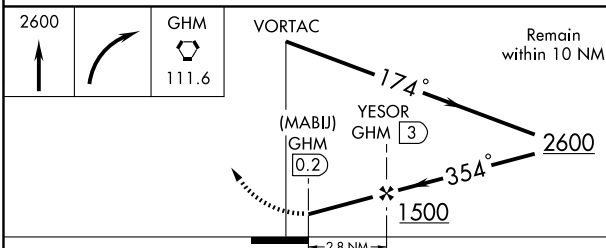
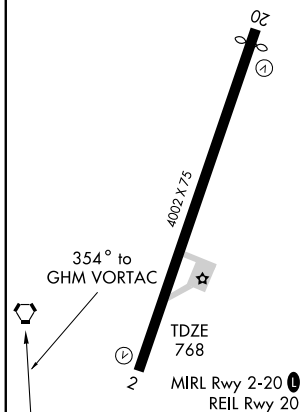
MISSED APPROACH: Climb to 2600 then right turn direct GHM VORTAC and hold.

MEMPHIS CENTER
125.85 381.4

UNICOM
122.8 (CTAF) **L**



ELEV 768	Rwy 20 Idg 3752'
----------	------------------



CATEGORY	A	B	C	D
S-2	1140-1 372 (400-1)			1140-1¼ 372 (400-1¼)
CIRCLING	1240-1 472 (500-1)		1240-1½ 472 (500-1½)	1320-2 552 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-2	1320-1 552 (600-1)		1320-1½ 552 (600-1½)	1320-1¾ 552 (600-1¾)
CIRCLING	1420-1 652 (700-1)		1420-1¾ 652 (700-1¾)	1420-2 652 (700-2)

VORTAC GHM 111.6 Chan 53	APP CRS 355°	Rwy Idg 4002 TDZE 768 Apt Elev 768
--	------------------------	---

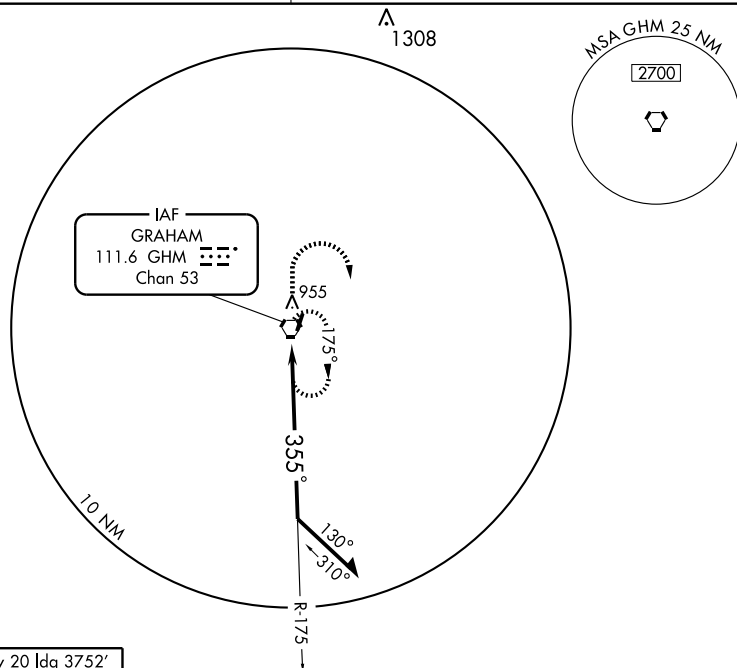
VOR RWY 2
CENTERVILLE MUNI (GHM)

T	Obtain local altimeter on CTAF, if not received
A NA	use Nashville altimeter setting.

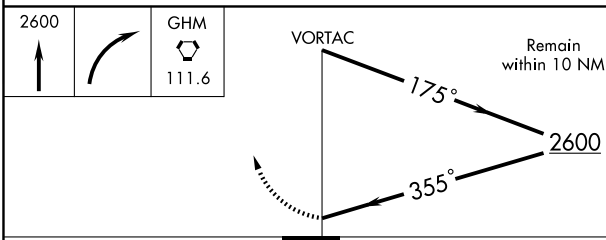
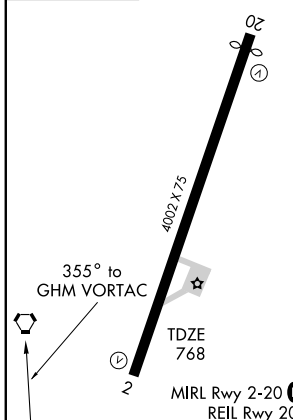
MISSED APPROACH: Climb to 2600 then right turn direct GHM VORTAC and hold.

MEMPHIS CENTER
125.85 381.4

UNICOM
122.8 (CTAF) **L**



ELEV 768	Rwy 20 Idg 3752'
----------	------------------

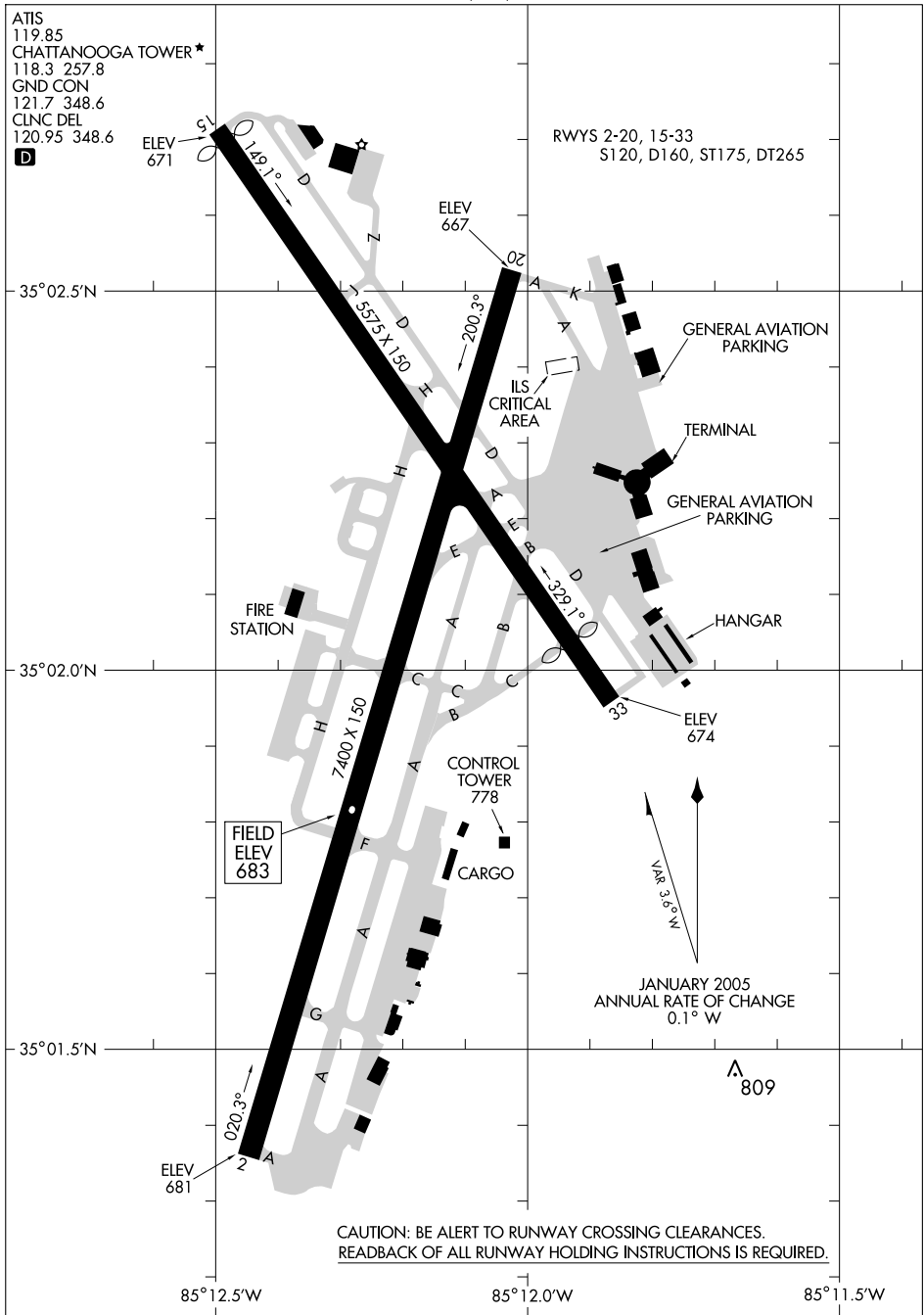


CATEGORY	A	B	C	D
S-2	1240-1 472 (500-1)		1240-1¼ 472 (500-1¼)	1240-1½ 472 (500-1½)
CIRCLING	1240-1 472 (500-1)		1240-1½ 472 (500-1½)	1320-2 552 (600-2)
NASHVILLE ALTIMETER SETTING MINIMUMS				
S-2	1440-1 672 (700-1)		1440-2 672 (700-2)	1440-2¼ 672 (700-2¼)
CIRCLING	1440-1 672 (700-1)		1440-2 672 (700-2)	1440-2¼ 672 (700-2¼)

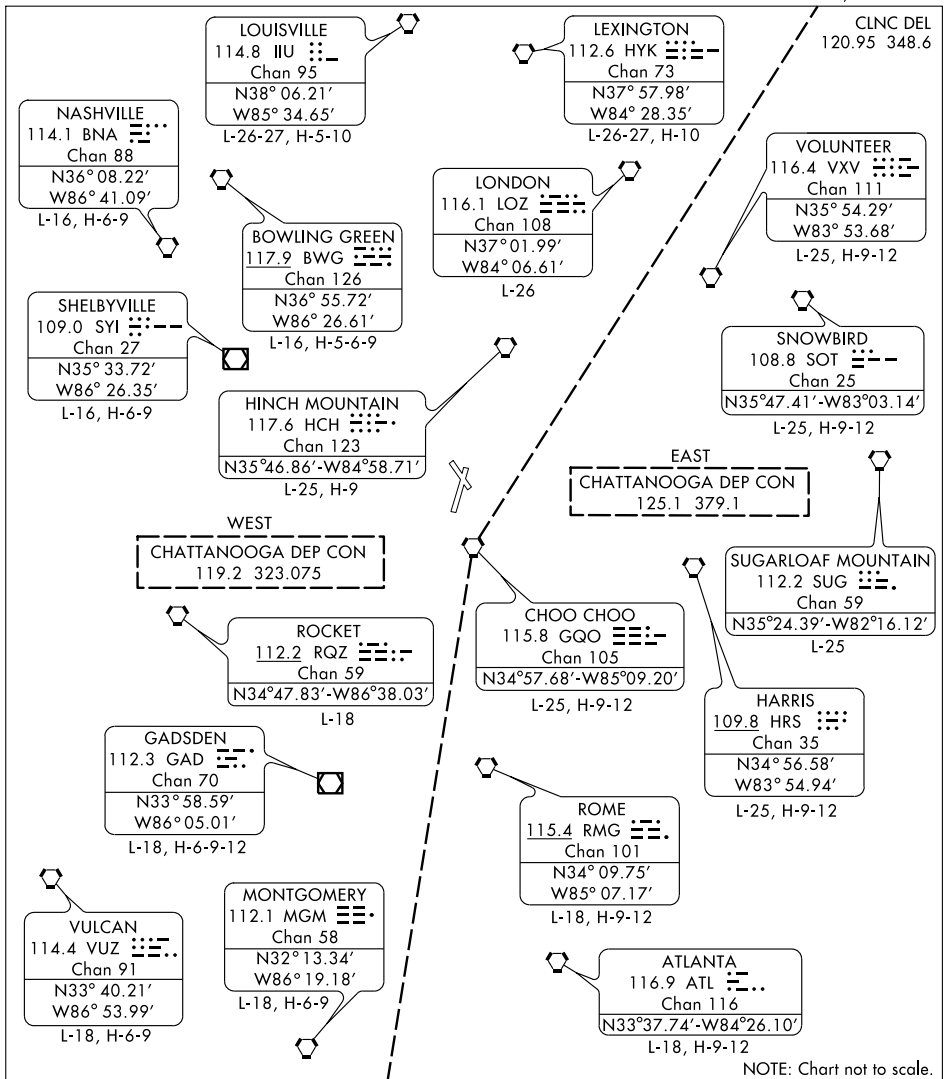
AIRPORT DIAGRAM

AL-79 (FAA)

CHATTANOOGA/LOVELL FIELD (CHA)
CHATTANOOGA, TENNESSEE



SE-1, 17 DEC 2009 to 14 JAN 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2 and 20: Maintain runway heading for departure vectors. Thence....

....Via vector to join assigned route. Maintain 5000 feet or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.

LOC I-CGW <u>108.3</u>	APP CRS 019°	Rwy Idg TDZE Apt Elev	7201 682 682
----------------------------------	------------------------	-----------------------------	---

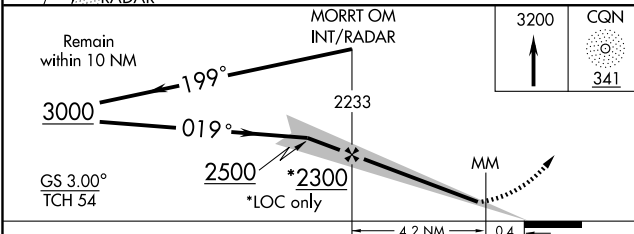
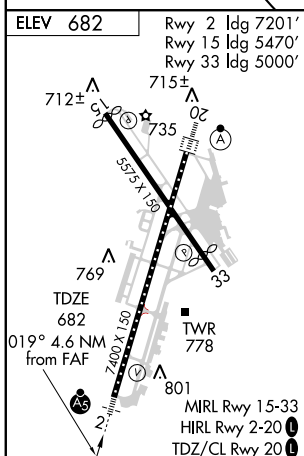
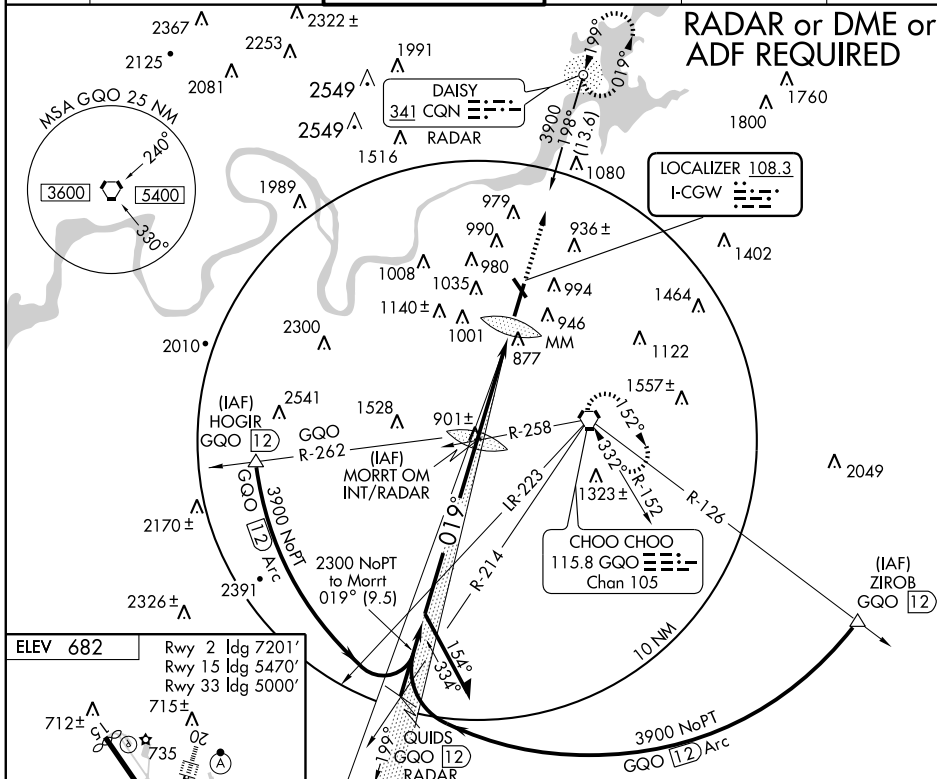
ILS or LOC RWY 2
CHATTANOOGA/LOVELL FIELD (CHA)


▼ If local altimeter setting not received, use Dalton altimeter setting: increase DA to 944 feet, increase all MDAs 80 feet. Circling to Rwy 15/33 NA when contr tower closed. Glideslope unusable beyond 4 degrees left of course. Autopilot coupled approaches not authorized below 945' MSL. ADF Required.

MALSR

MISSED APPROACH: Climb to 3200 direct CQN NDB and hold, continue climb-in-hold to 3200.



ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
----------------	--------------------------------------	---	------------------------	--------------------------	------------------

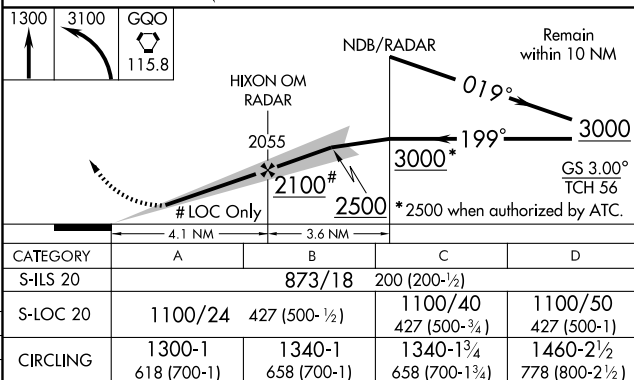
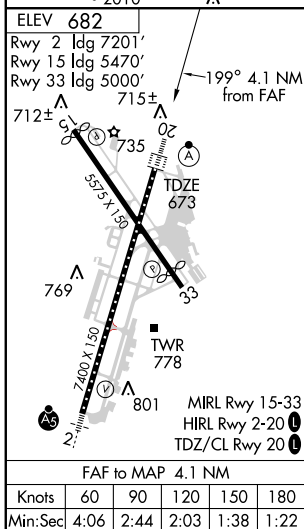
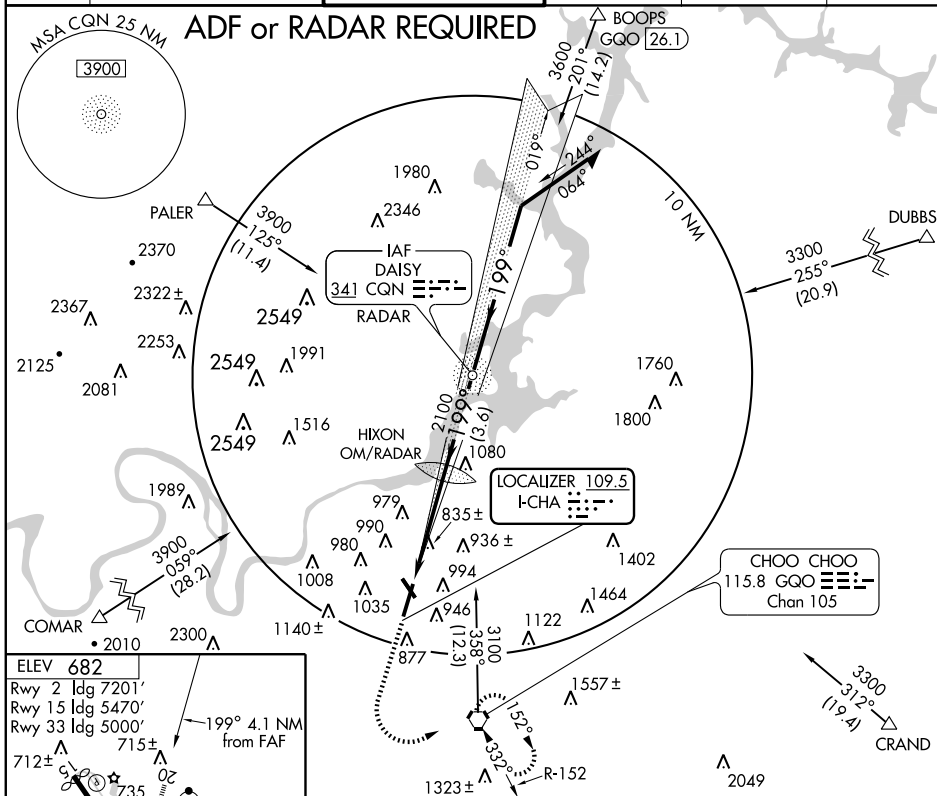


						CATEGORY		A		B		C		D	
S-ILS 2						882/24		200 (200-½)							
S-LOC 2						1200/24		518 (600-½)		1200/50 518 (600-1)		1200/60 518 (600-¼)			
CIRCLING						1300-1 618 (700-1)		1340-1 658 (700-1)		1340-2 658 (700-2)		1460-2¾ 778 (800-2¾)			

LOC I-CHA <u>109.5</u>	APP CRS 199°	Rwy Idg 7400 TDZE 673 Apt Elev 682
----------------------------------	------------------------	---

ILS or LOC RWY 20
CHATTANOOGA/LOVELL FIELD (CHA)

 ASR	If local altimeter setting not received, use Dalton altimeter setting: increase DA to 935 feet, increase all MDAs 80 feet. Circling to Rwy 15/33 NA when control tower closed.			 ALSF-2	MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GQO VORTAC and hold; continue climb-in-hold to 3100.		
	ATIS 119.85	CHATTAHOOGA APP CON ★ 125.1 379.1	CHATTAHOOGA TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95	



LOC I-CHA <u>109.5</u>	APP CRS 199°	Rwy Idg 7400 TDZE 673 Apt Elev 682
----------------------------------	------------------------	---

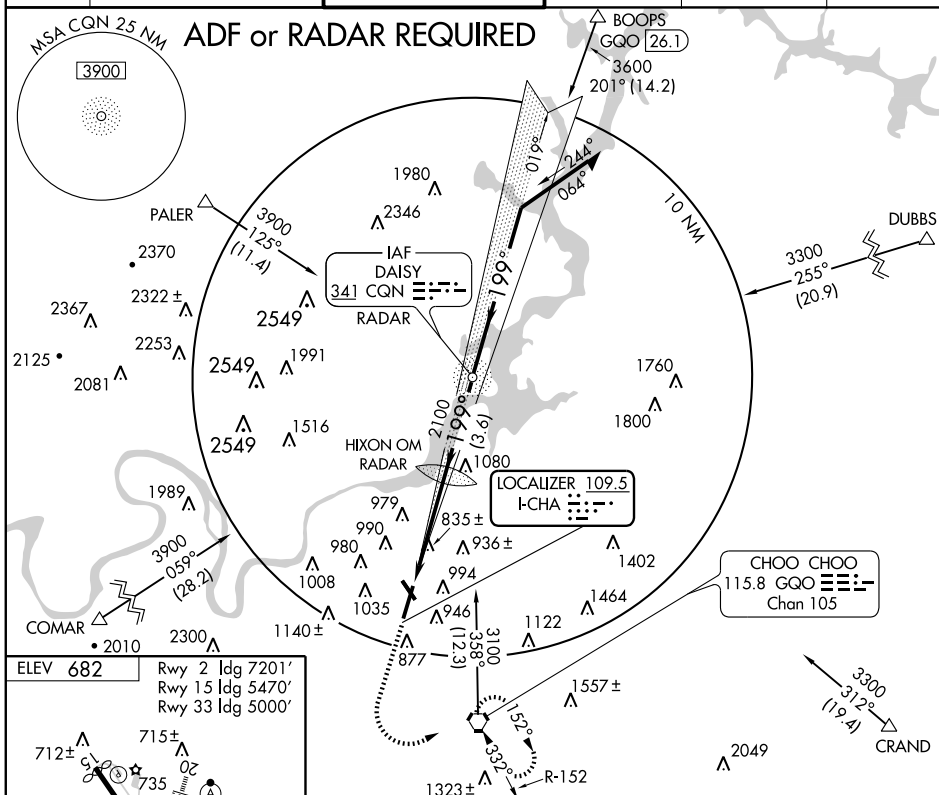
ILS RWY 20 (CAT II)
CHATTANOOGA/LOVELL FIELD (CHA)

T	When control tower closed, Cat. II ILS NA.
A	Cat. II ILS NA when using Dalton altimeter setting.
ASR	

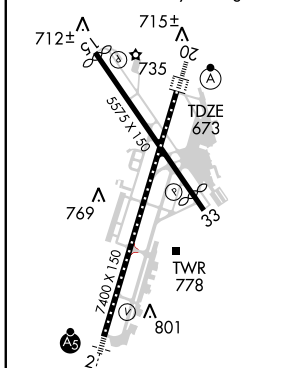


MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GQO VORTAC and hold; continue climb-in-hold to 3100.

ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
-----------------------	---	--	-------------------------------	---------------------------------	-------------------------



ELEV 682	Rwy 2 ldg 7201'
	Rwy 15 ldg 5470'
	Rwy 33 ldg 5000'



1300
↑

3100
↶

GGO
115.8

HIXON OM
RADAR

NDB/RADAR

Remain
within 10 NM

019°

3000

199°

GS 3.00°
TCH 56

*3000

*2500 when directed by ATC.

2500

2055

DH
RA 103

673
MSL

1189° 1954'

4.1 NM

3.6 NM

CATEGORY	A	B	C	D
S-ILS 20	RA 103/12 100	DA 773		

MIRL Rwy 15-33
HIRL Rwy 2-20 **L**
TDZ/CL Rwy 20 **L**

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

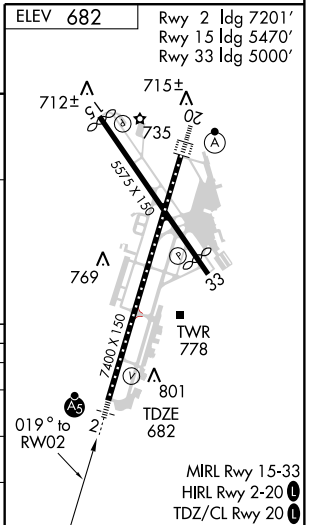
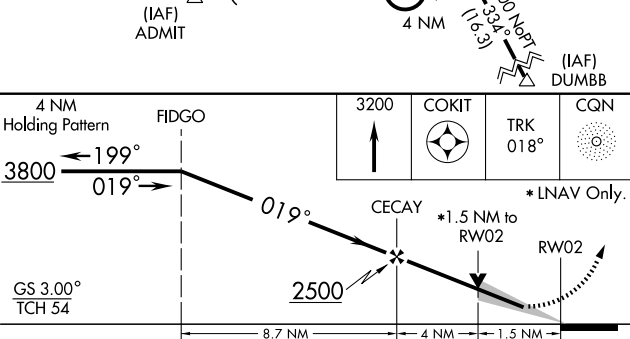
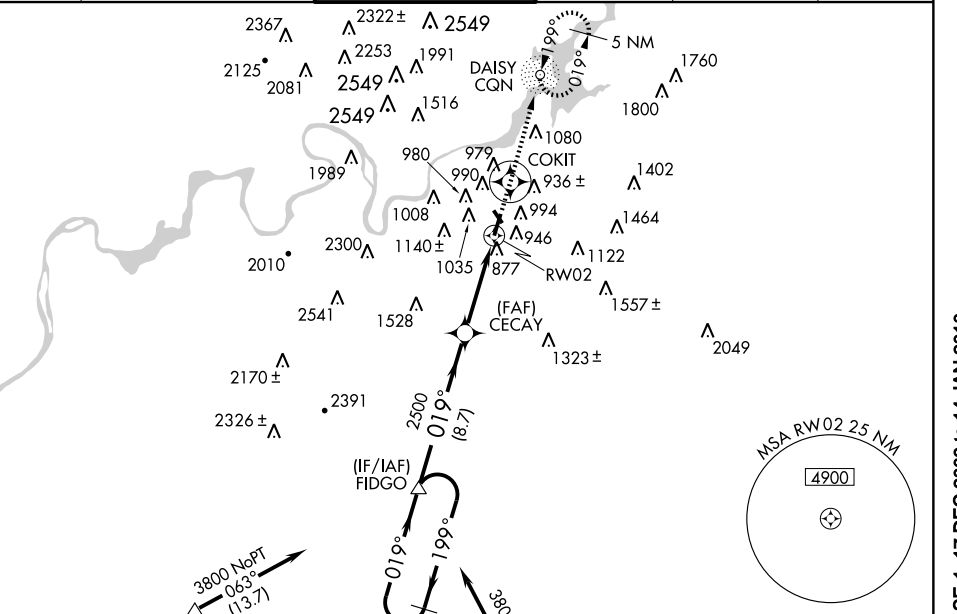
WAAS CH 65605 W02A	APP CRS 019°	Rwy Idg TDZE Apt Elev 7201 682 682
--	------------------------	--

If local altimeter setting not received, use Dalton altimeter setting: increase LPV DA to 1058 feet, increase LNAV/VNAV DA to 1243 feet; increase all MDAs 80 feet.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats. DME/DME RNP-0.3 NA. Circling to Rwy 15/33 NA when control tower closed. Baro VNAV and VDP NA when using Dalton altimeter setting. Baro-VNAV NA below -16°C (4°F).

MALSR

MISSED APPROACH:
Climb to 3200 direct COKIT and via 018° track to CQN NDB and hold.

ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
-----------------------	---	--	-------------------------------	---------------------------------	-------------------------



SE-1, 17 DEC 2009 to 14 JAN 2010

▼

ASR

If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. Procedure NA when control tower closed. When VGSi INOP, straight-in/circling Rwy 15 NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3300 direct LONYI and via 148° track to IYODA and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) 257.8	121.7 348.6	120.95 348.6	122.95

MSA RW 15 25 NM
4900

TOBAY 4100 09° (9.8)

ENROUTE FACILITIES

FEEDER FACILITIES

BOOPS 4100 23° (12.7)

Waypoints and Altitudes:
HEXEX (IF/IAF) 4100 NoPT 237° (5)
LIBKE (IAF) 1980
2346
2549
3100 147° (1.9)
1991
2253 CIKSA
2549
1516
1989
1159±
980
1008
1035
1140±
2300
ICEKE 3.8 NM to RW15
979
990
936±
994
946
877
4100 to Hexex 329° (19)
CHOO CHOO GGO
LONYI 4100 148° 328°
IYODA

ELEV 682

Rwy 2 ldg 7201'
Rwy 15 ldg 5470'
Rwy 33 ldg 5000'

TDZE 667

147° to RW15

712±

715±

735

55.5 x 1.90

769

33

778

801

MRL Rwy 15-33
HIRL Rwy 2-20
TDZ/CL Rwy 20

5 NM Holding Pattern		HEXEX	3300	LONYI	TRK 148°	IYODA
4100		327°	147°	CIKSA	SUCOR	ICEKE 3.8 NM to RW15
3600		147°	3100	1960	3.06° TCH 50	RW15
VGSI and descent angles not coincident.		4.1 NM	1.9 NM	3.6 NM	3.8 NM	
CATEGORY	A	B	C	D		
LNAV MDA	1420-1 749 (800-1)	1420-1¼ 749 (800-1¼)	1420-2¼ 749 (800-2¼)	1420-2½ 749 (800-2½)		
CIRCLING	1420-1 738 (800-1)	1420-1¼ 738 (800-1¼)	1420-2¼ 738 (800-2¼)	1460-2½ 778 (800-2½)		

SE-1, 17 DEC 2009 to 14 JAN 2010

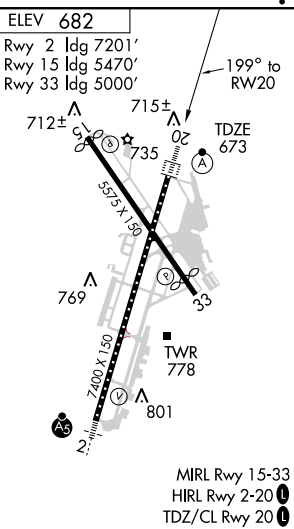
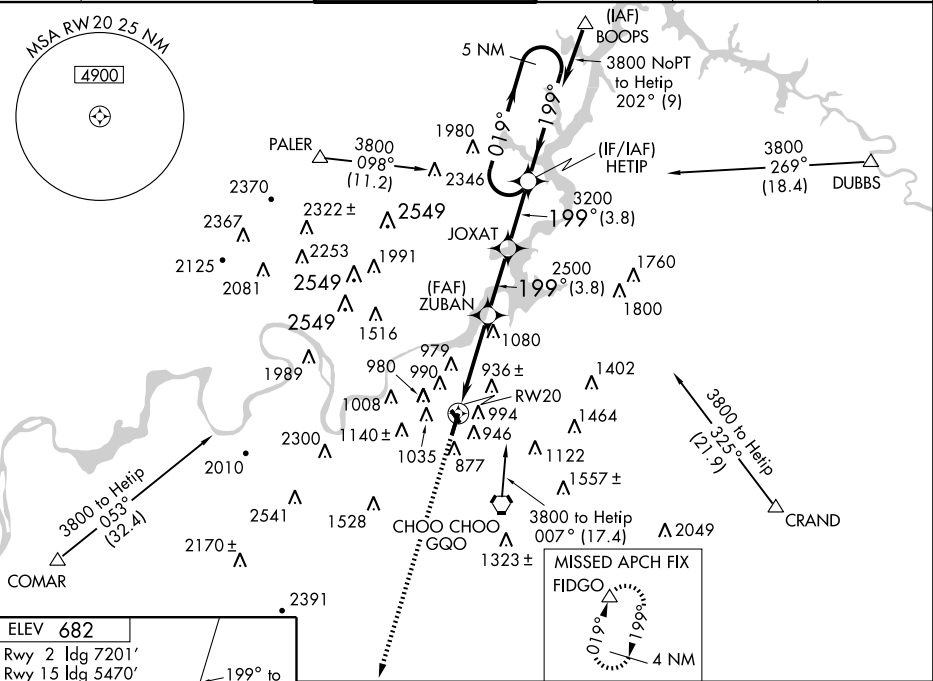
WAAS CH 70305 W20A	APP CRS 199°	Rwy Idg TDZE Apt Elev	7400 673 682
--	------------------------	-----------------------------	---

If local altimeter setting not received, use Dalton altimeter setting: increase LPV DA to 992 feet; increase LNAV/VNAV DA to 1342 feet; increase all MDAs 80 feet.
For inoperative ALSF, increase LPV visibility to 1, all Cats. DME/DME RNP-0.3 NA.
Circling to Rwy 15/33 NA when control tower closed. Baro VNAV and VDP NA when using Dalton altimeter setting. Baro-VNAV NA below -16° C (4° F).

ALSF-2

MISSED APPROACH:
Climb to 3600 direct
FIDGO and hold.

ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
-----------------------	---	--	-------------------------------	---------------------------------	-------------------------



<div>3600 ↑ FIDGO △</div>		<div>HETIP 5 NM Holding Pattern</div>			
* LNAV Only.		<div>JOXAT HETIP 019° → 3800 ← 199°</div>			
<div>RW20 2 NM to RW20</div>		<div>ZUBAN 199° 3200 2500</div>			
2 NM		3.6 NM	3.8 NM	3.8 NM	
CATEGORY		A	B	C	D
LPV DA		930/24 257 (300-1½)			
LNAV/ VNAV DA		1280-1¾ 607 (600-1¾)			
LNAV MDA		1340/24 667 (700-½)	1340/60 667 (700-1¼)	1340-1½ 667 (700-1½)	
CIRCLING		1340-2¼ 658 (700-2¼)			1460-2½ 778 (800-2½)

MIRL Rwy 15-33
HIRL Rwy 2-20
TDZ/CL Rwy 20

SE-1, 17 DEC 2009 to 14 JAN 2010

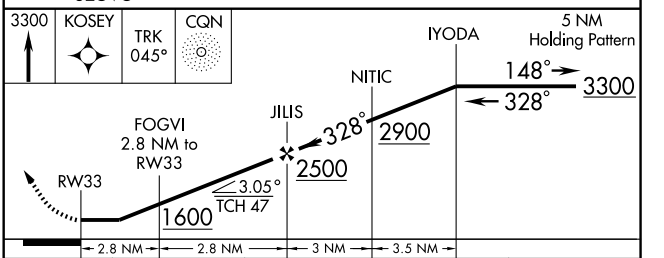
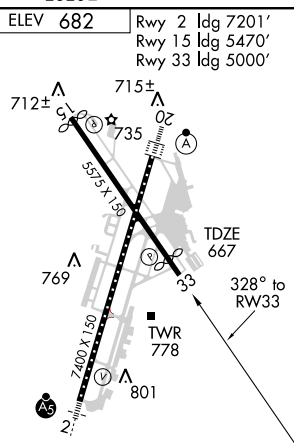
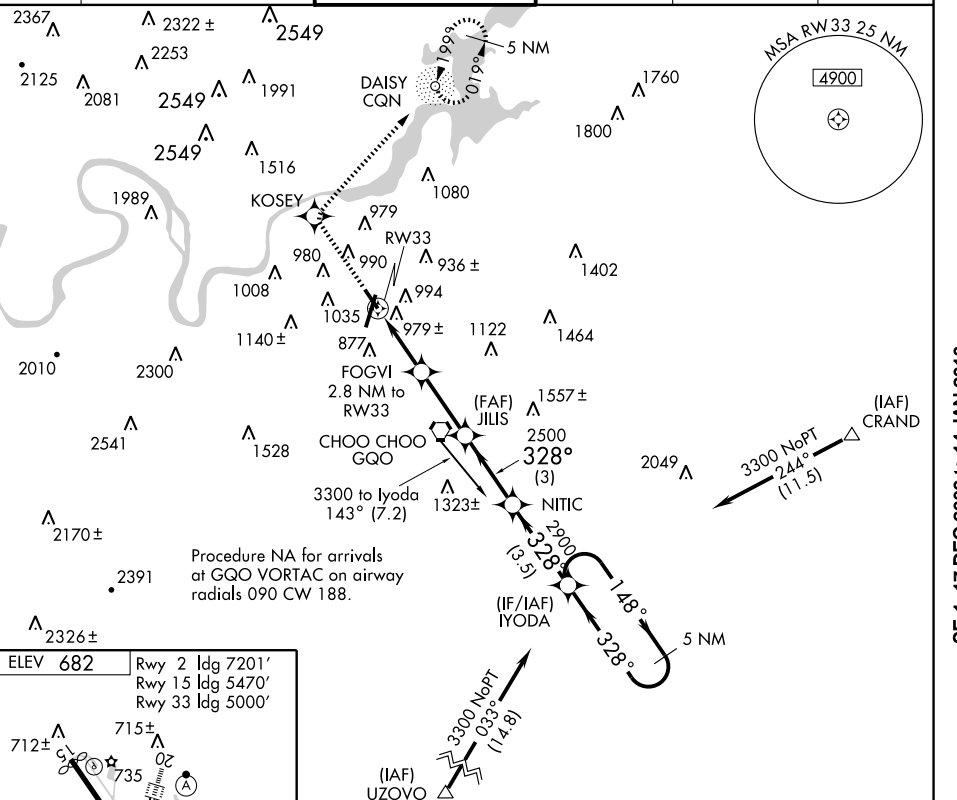
▼

ASR

If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. Procedure NA when control tower closed. When VGSi INOP, straight-in/circling Rwy 33 NA at night. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3300 direct KOSEY and via 045° track to CQN NDB and hold.

ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
----------------	--------------------------------------	---	------------------------	--------------------------	------------------



CATEGORY	A	B	C	D
LNAV MDA	1240-1	569 (600-1)	1240-1½ 569 (600-1½)	1240-1¾ 569 (600-1¾)
CIRCLING	1300-1 618 (700-1)	1340-1 658 (700-1)	1340-1¾ 658 (700-1¾)	1460-2½ 778 (800-2½)

MIRL Rwy 15-33
HIRL Rwy 2-20
TDZ/CL Rwy 20

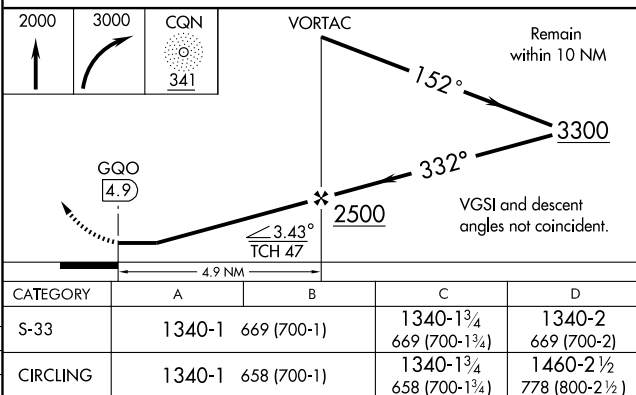
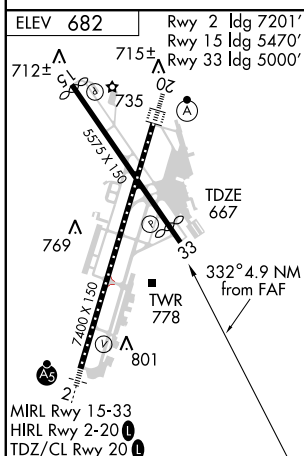
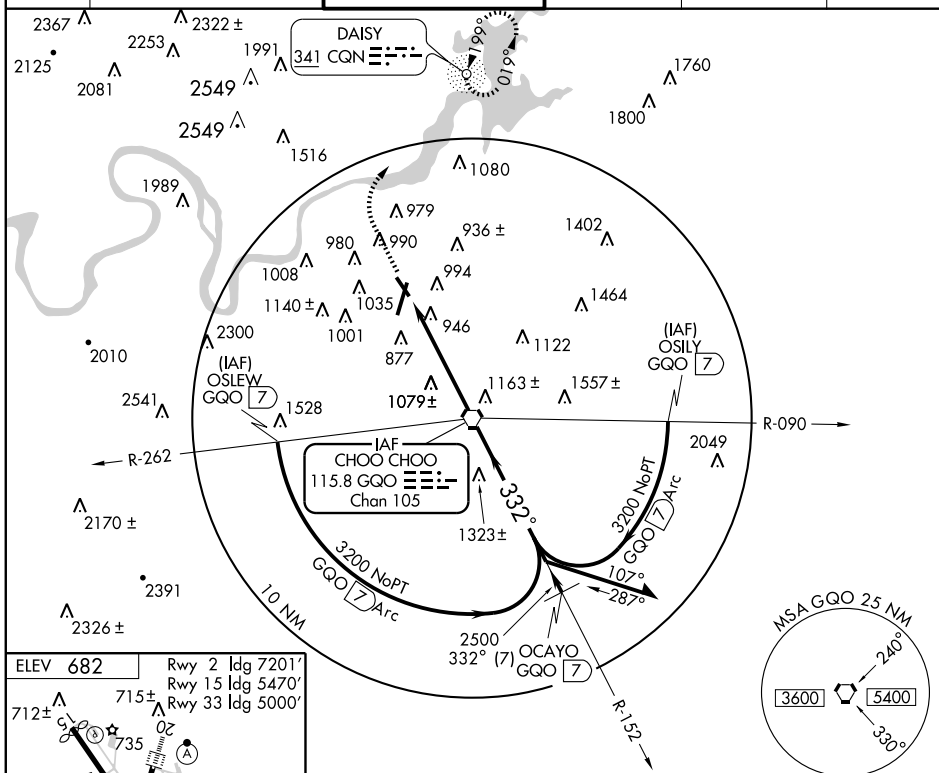
VORTAC GQO 115.8 Chan 105	APP CRS 332°	Rwy Idg 5000 TDZE 667 Apt Elev 682
---	------------------------	---

VOR RWY 33
CHATTANOOGA/LOVELL FIELD (CHA)

T If local altimeter setting not received, use Dalton Muni altimeter setting and increase all MDAs 80 feet. When control tower closed, straight-in minimums NA. ADF Required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CQN NDB and hold.

ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
----------------	--------------------------------------	---	------------------------	--------------------------	------------------



LOC I-CKV <u>111.7</u>	APP CRS 347°	Rwy Idg 6000 TDZE 550 Apt Elev 550
----------------------------------	------------------------	---

LOC RWY 35
CLARKSVILLE/OUTLAW FIELD (CKV)

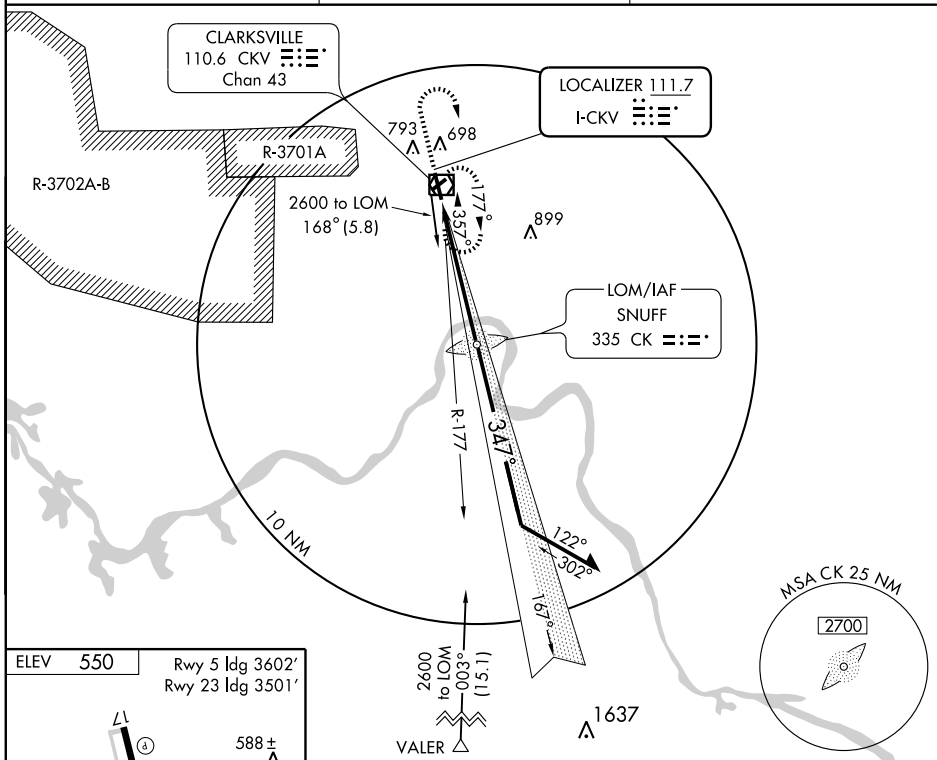
T Inoperative table does not apply.
Circling not authorized west of Rwy 17-35.
ADF REQUIRED

MALS

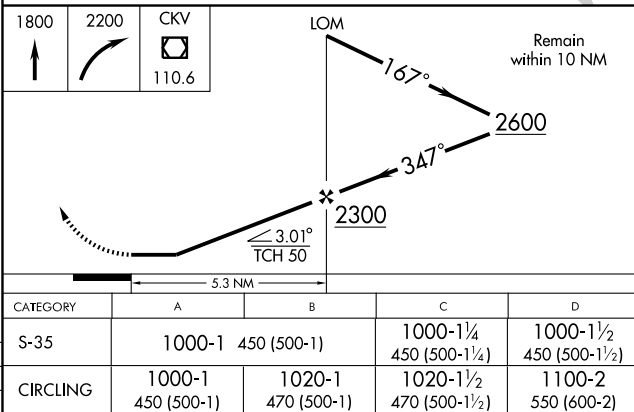
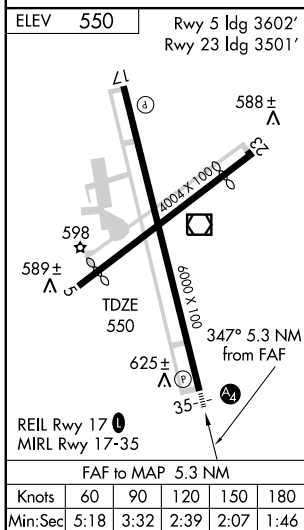
MISSED APPROACH: Climb to 1800 then climbing right turn to 2200 direct CKV VOR/DME and hold.

ASOS
134,575

CAMPBELL APP CON
134.35 307.025

UNICOM
122.8 (CTAF) **L**

SE-1. 17 DEC 2009 to 14 JAN 2010



WAAS CH 58300 W35A	APP CRS 347°	Rwy Idg TDZE Apt Elev	6000 550 550
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 35
CLARKSVILLE/ OUTLAW FIELD (CKV)

▼ Inoperative table does not apply. Circling NA west of Rwy 17-35.

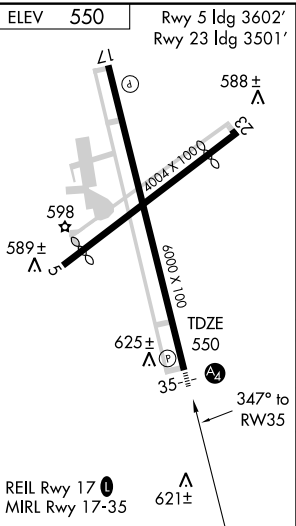
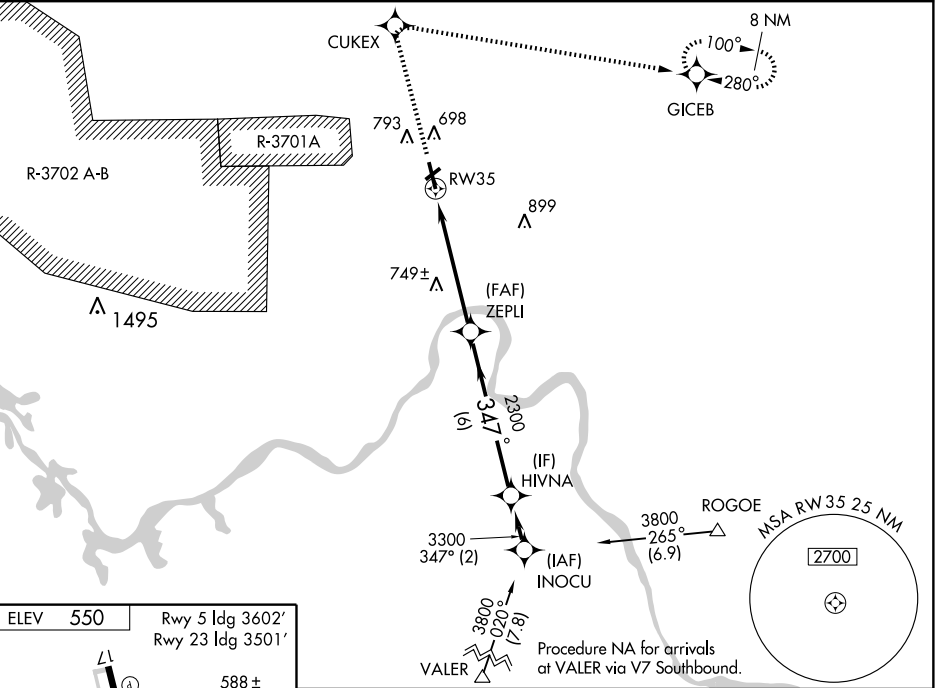
▲ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hopkinsville altimeter setting and increase LPV DA to 872, LNAV/VNAV DA to 914, and all MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). Baro-VNAV NA when using Hopkinsville altimeter setting.

MALS

A4

MISSED APPROACH: Climb to 3000 direct CUKEX and right turn via 100° track to GICEB and hold.

ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8 (CTAF) 1
------------------------	---	--



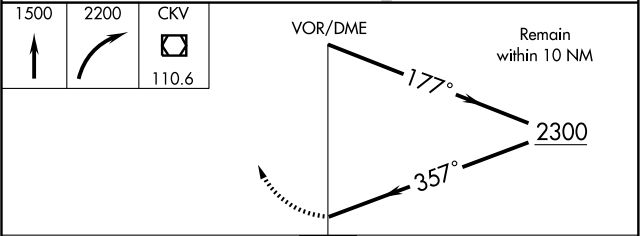
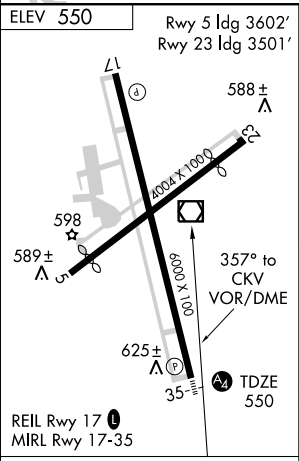
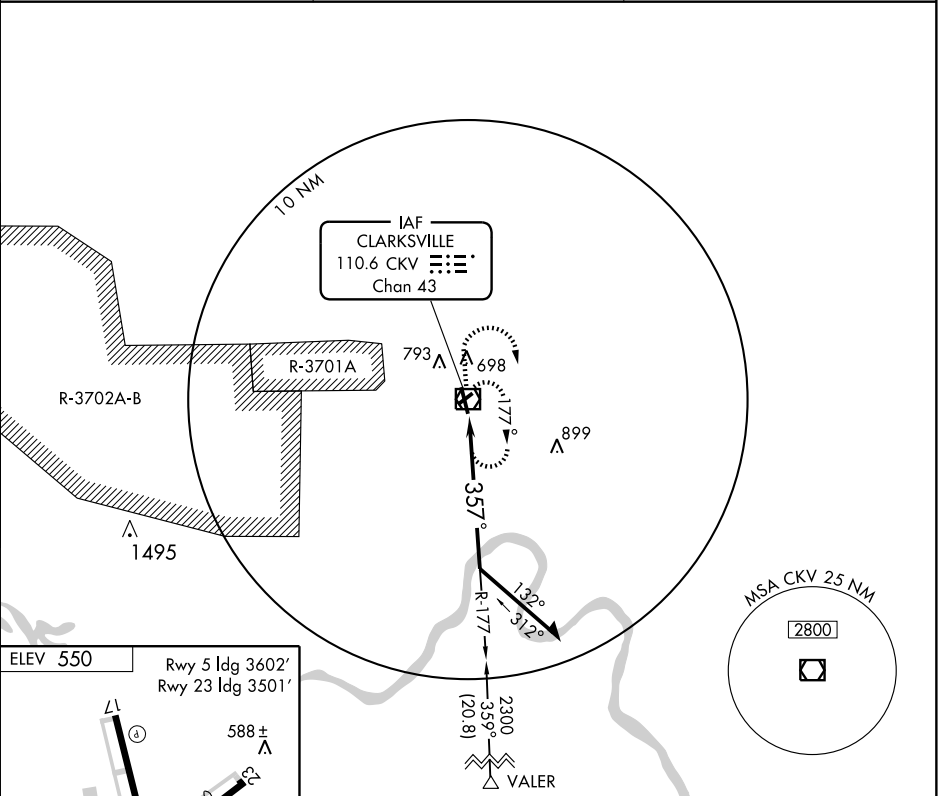
3000	CUKEX	TRK 100°	GICEB	Procedure Turn NA
CATEGORY	A	B	C	D
LPV DA	837-1 287 (300-1)			
LNAV/VNAV DA	879-1¼ 329 (400-1¼)			
LNAV MDA	1000-1	450 (500-1)	1000-1¼ 450 (500-1¼)	1000-1½ 450 (500-1½)
CIRCLING	1000-1¼ 450 (500-1¼)	1020-1¼ 470 (500-1¼)	1020-1½ 470 (500-1½)	1100-2 550 (600-2)

VOR/DME CKV	APP CRS	Rwy Idg	6000
110.6	357°	TDZE	550
Chan 43		Apt Elev	550

VOR RWY 35
CLARKSVILLE/OUTLAW FIELD (CKV)

<div><div>▼</div><div>Inoperative table does not apply. Circling not authorized west of Rwy 17-35.</div></div>	<div><div>MALS</div><div><div>⬢</div><div>— —</div></div></div>	<div>MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct CKV VOR/DME and hold.</div>
--	---	---

ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8 (CTAF)
-----------------	------------------------------------	------------------------



Knots		60	90	120	150	180
Min:Sec						
CATEGORY		A	B	C	D	
S-35		1120-1 570 (600-1)		1120-1½ 570 (600-1½)	1120-1¾ 570 (600-1¾)	
CIRCLING		1120-1 570 (600-1)		1120-1½ 570 (600-1½)	1120-2 570 (600-2)	

CAMPBELL ATIS
125.175 308.4
SABRE TOWER
124.675 290.45
GND CON
142.975 267.3
CLNC DEL
237.6
EAGLE RADIO
265.5

87°29'W

87°28.5'W

HOLDING PAD
POL
H
K HOVER LANE
6 5 4 3 2 1
J HOVER LANE
36°34.5'N

STORAGE TANK

HANGAR 1

HANGAR 2

CONTROL TOWER
729

FIRE
DEPARTMENT

HANGAR 3

C13 - C2

B13 - B2

A13 - A2

C19 - C14

B19 - B14

A19 - A14

C27 - C22

B27 - B22

A27 - A22

C TAXI LANE

B TAXI LANE

A TAXI LANE

A451 x 148

0.64 DOWN

226.0°

046.0°

FIELD
ELEV
593

VAR 2.4° W

SEPTEMBER 2008

ANNUAL RATE OF CHANGE

0.1° W

Rwy 4-22

PCN 49 R/B/W/T

WGS-84 DATUM

CLARKSVILLE, TENNESSEE

CLARKSVILLE, TENNESSEE

CLARKSVILLE, TENNESSEE

CLARKSVILLE, TENNESSEE

CLARKSVILLE, TENNESSEE

CLARKSVILLE, TENNESSEE

CLARKSVILLE, TENNESSEE

SE-1, 17 DEC 2009 to 14 JAN 2010

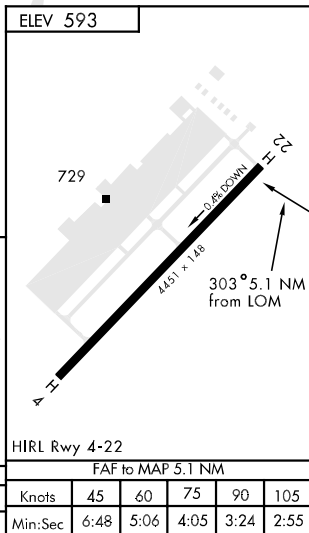
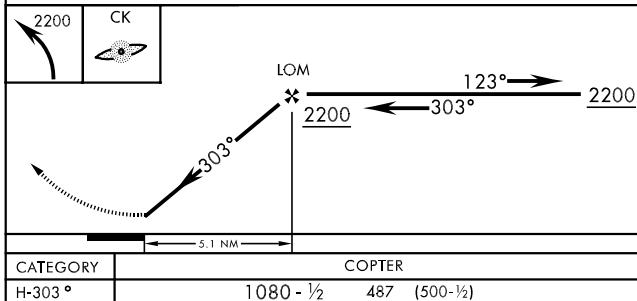
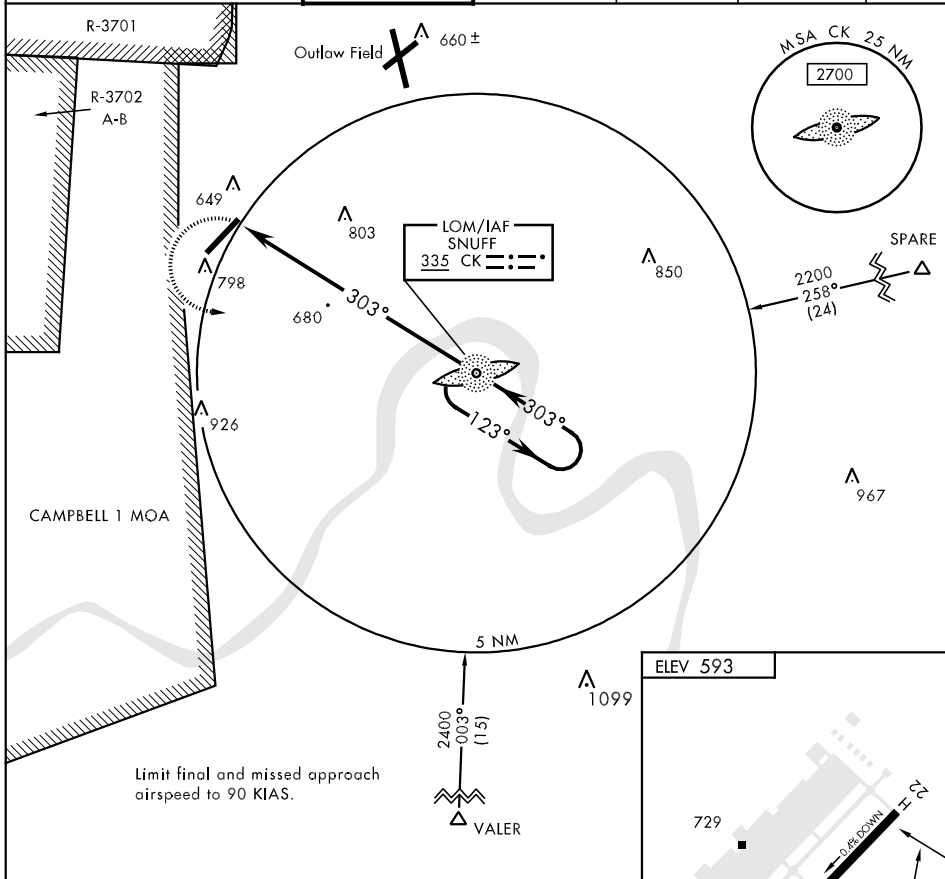
LOM CK 335	APCH CRS 303°	Rwy Idg TDZE Arpt Elev N/A N/A 593
----------------------	-------------------------	--

AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

<p>▼ When local altimeter setting not received, use Fort Campbell, KY altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 2200 direct CK LOM and hold.</p>
--	--

CAMPBELL APP CON 134.35 307.025	SABRE TOWER ★ 124.675 290.45	GND CON 142.975 267.3	CLNC DEL 237.6	EAGLE RADIO 265.5	ASR
---	--	---------------------------------	--------------------------	-----------------------------	-----



APCH CRS 044°	Rwy Idg TDZE Arpt Elev	4451 593 593
-------------------------	------------------------------	---

AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

▼ When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing right turn to 2500 direct LETNE and hold.

CAMPBELL APP CON
134.35 307.025

SABRE TOWER ★
124.675 290.45

GND CON
142.975 267.3

CLNC DEL
237.6

EAGLE RADIO
265.5

ASR

RADAR REQUIRED

R3702A, B

CAMPBELL 1 MOA

R3701

Limit final and missed approach maximum airspeed to 90 KIAS.

RW04

649

798

• 680

Λ 801

ILOYA

Λ 926

(IAF) GASGE

NoPT
2500
089°
(3.0)

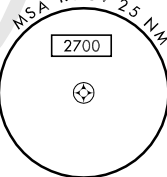
(IF/IAF) FEKIB

2500
044°
(3.0)

719

NoPT
2500
359°
(3.0)

(IAF) LETNE

359°
179°

1435

ELEV 593

FEKIB

ILOYA

2500

LETNE

2500

224°

044°

044°

2500

044°

4.33°

0.63 NM
to RW04

RW04

3 NM

CATEGORY

COPTER

LNAV MDA

1120- ½ 527 (600-½)

ASR

1120- ½ 527 (600-½)

729

TDZE
593044° to
RW04

HIRL Rwy 4-22

APCH CRS
224°

Rwy Idg
TDZE
Arpt Elev
4451
587
593

AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

▼ When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.

MISSED APPROACH: Climbing left turn to 2100 direct TAGDE and hold.

CAMPBELL APP CON
134.35 307.025

SABRE TOWER ★
124.675 290.45

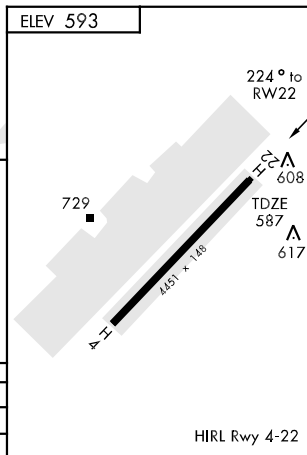
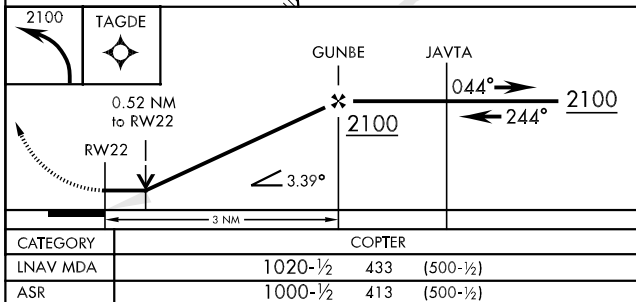
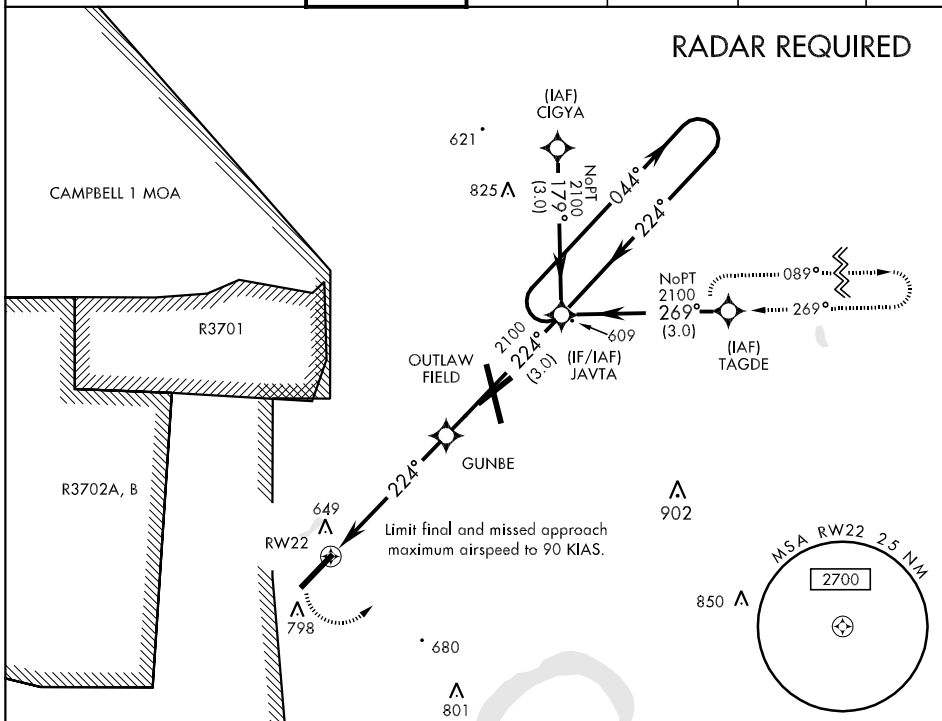
GND CON
142.975 267.3

CLNC DEL
237.6

EAGLE RADIO
265.5

ASR

RADAR REQUIRED



VOR/DME CKV 110.6 Chan 43	APCH CRS 227°	Rwy Idg TDZE 587 Arpt Elev 593
---	-------------------------	--

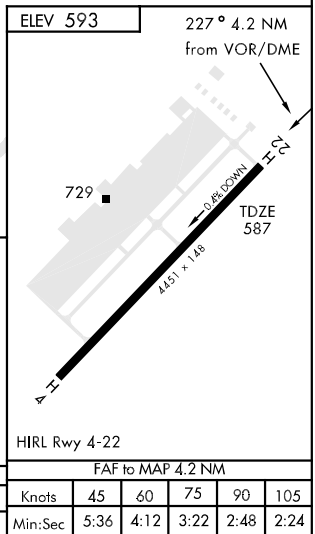
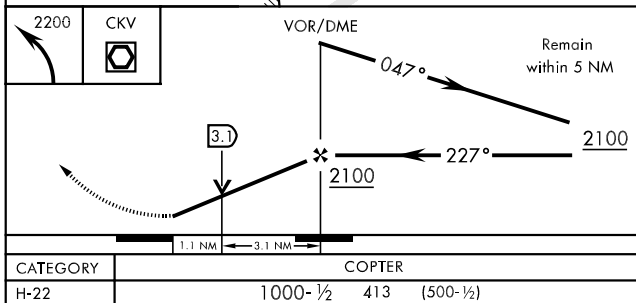
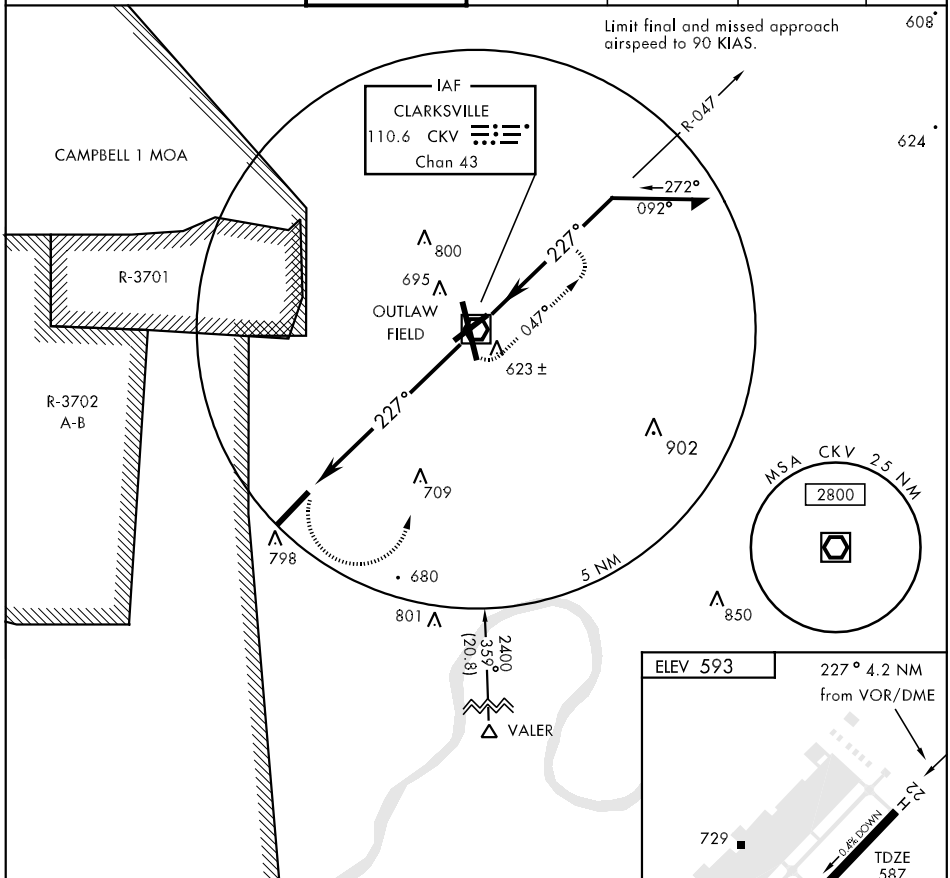
AL-6373 [USA]

SABRE AHP (FORT CAMPBELL) (KEOD)

▼ When local altimeter setting not received, use Fort Campbell, KY altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct CKV VOR/DME and hold.

CAMPBELL APP CON 134.35 307.025	SABRE TOWER ★ 124.675 290.45	GND CON 142.975 267.3	CLNC DEL 237.6	EAGLE RADIO 265.5	ASR
---	--	---------------------------------	--------------------------	-----------------------------	-----



CLARKSVILLE, TENNESSEE

36° 34'N-87° 29'W

SABRE AHP (FORT CAMPBELL) (KEOD)

▼

Procedure NA at night.
DME/DME RNP-0.3 NA.

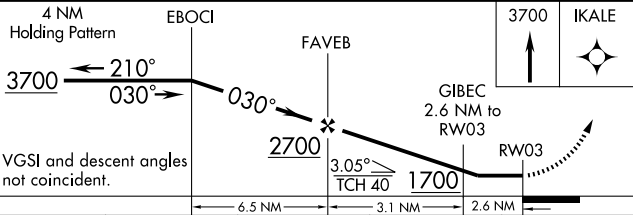
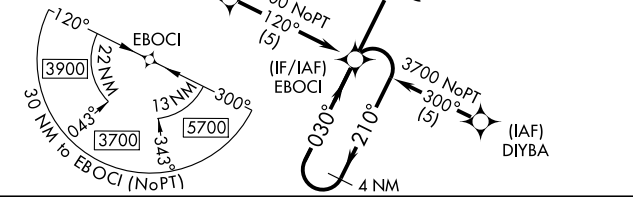
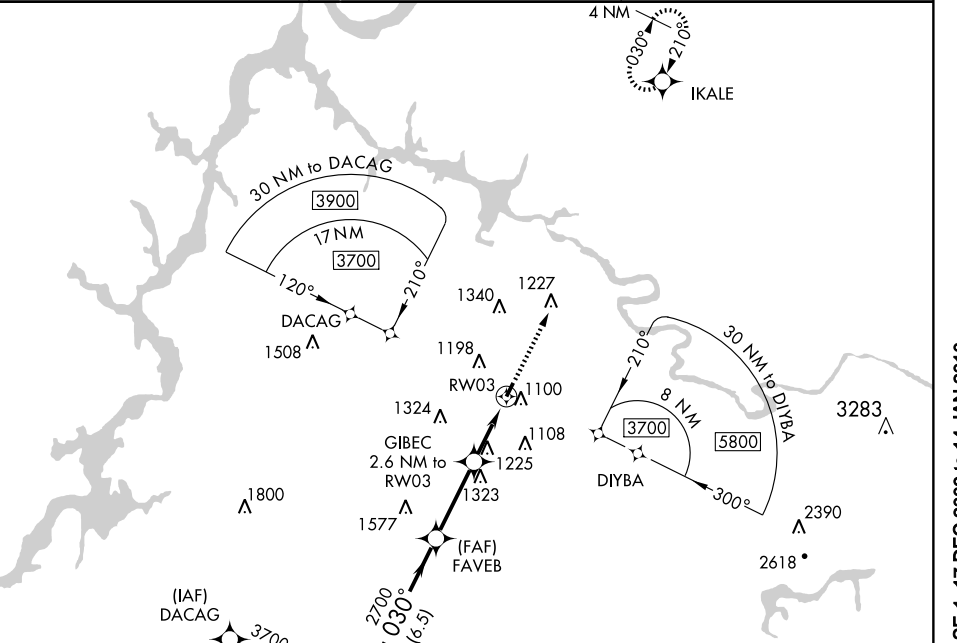
▲

NA

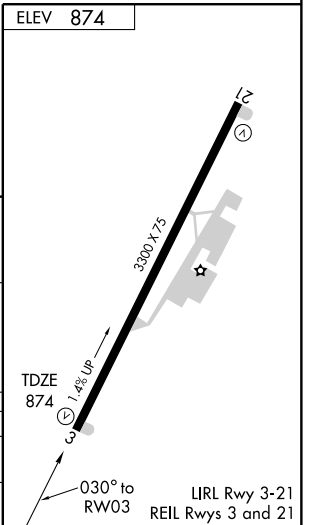
Use Athens altimeter setting; if not received, use Chattanooga altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3700 direct IKALE and hold.

MCMINN COUNTY AWOS-3 125.425	CHATTANOOGA APP CON ★ 125.1 379.1	UNICOM 122.8 (CTAF)
---------------------------------	--------------------------------------	------------------------



CATEGORY	A	B	C	D
LNAV MDA	1580-1 706 (800-1)		1580-2 706 (800-2)	NA
CIRCLING	1580-1 706 (800-1)		1580-2 706 (800-2)	NA



SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3300
210°	TDZE	874
	Apt Elev	874

RNAV (GPS) RWY 21
CLEVELAND/ HARDWICK FIELD (HDI)

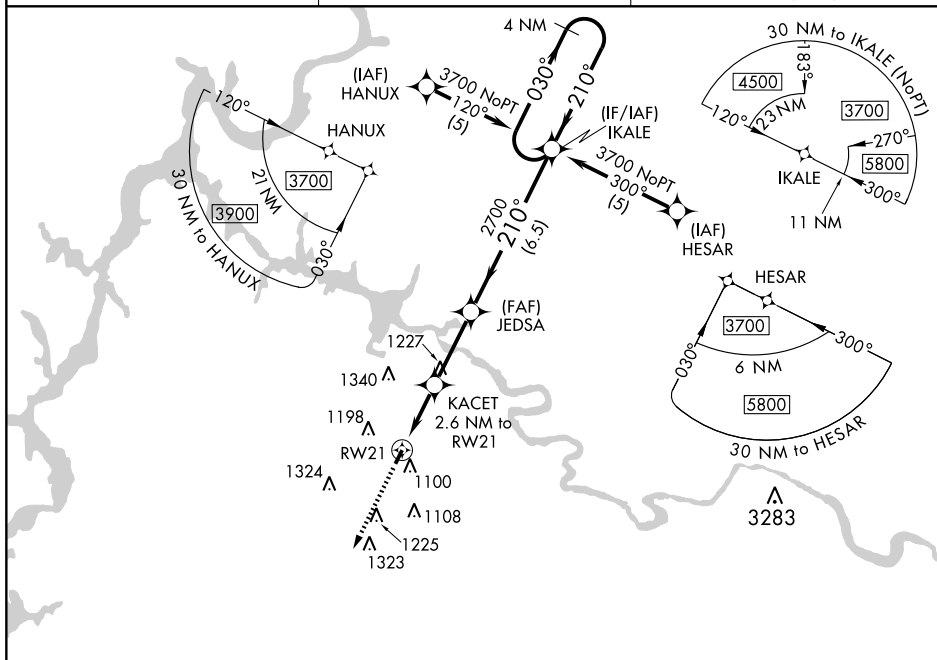
T Procedure NA at night. DME/DME RNP-0.3 NA.
A NA Use Athens altimeter setting; if not received, use Chattanooga altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3700 direct EBOCI and hold.

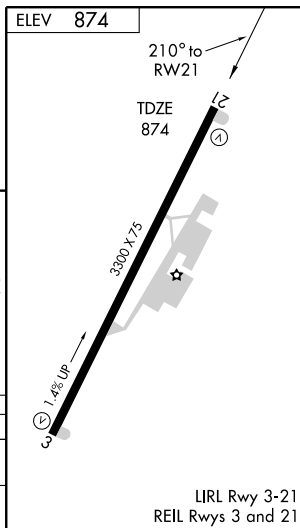
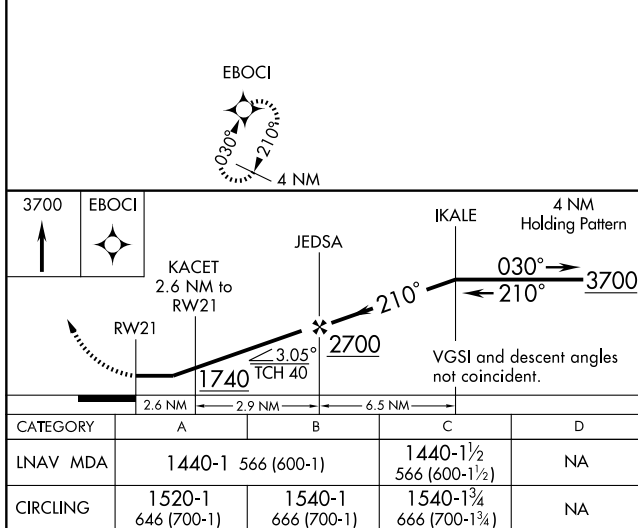
MCMINN COUNTY AWOS-3
125.425

CHATTANOOGA APP CON★
125.1 379.1

UNICOM
122.8 (CTAF)



SE-1. 17 DEC 2009 to 14 JAN 2010



WAAS CH 69515 W24A	APP CRS 235°	Rwy Idg TDZE Apt Elev	5999 681 681
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 24

COLUMBIA/ MAURY COUNTY (MRC)

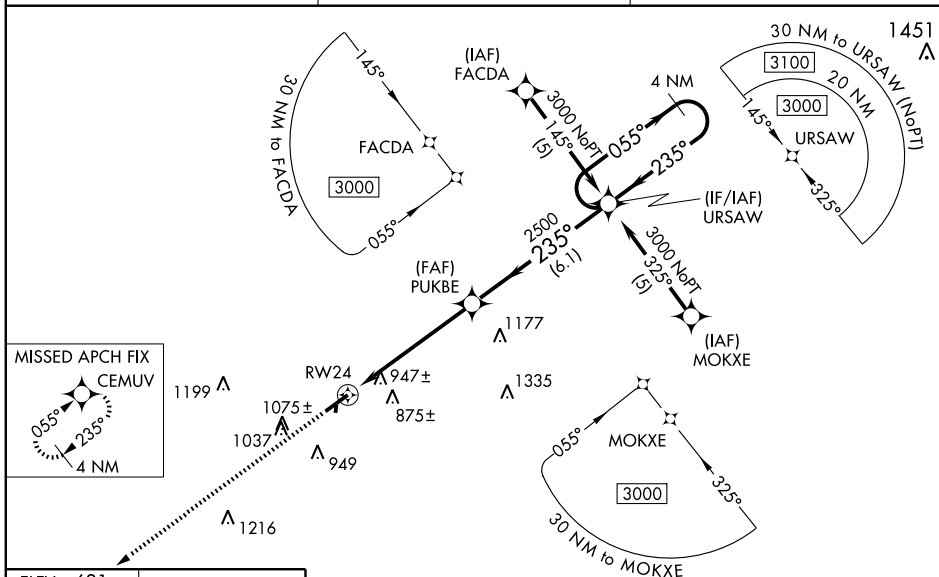
Inoperative table does not apply to LNAV/VNAV Cats A, B, and C and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl. altimeter setting and increase all DA 109 feet and all MDA 120 feet and increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility ½ mile, and LNAV Cats C and D visibility ¼ mile, and increase Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Nashville Intl. altimeter setting.

ODALS

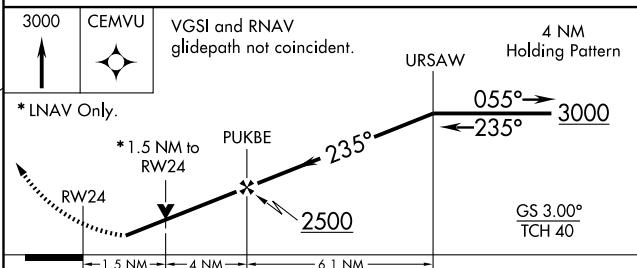
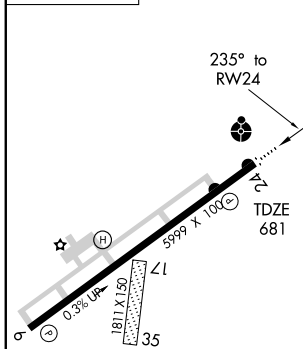


MISSED APPROACH:
Climb to 3000 direct
CEMVU and hold.

AWOS-3 128.625	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



ELEV 681



CATEGORY	A	B	C	D
LPV DA	981-1 300 (300-1)			
LNAV/VNAV DA	1329-2¼ 648 (700-2¼)			
LNAV MDA	1200-¾ 519 (600-¾)		1200-1½ 519 (600-1½)	1200-1¾ 519 (600-1¾)
CIRCLING	1260-1 579 (600-1)		1380-2 699 (700-2)	1380-2¼ 699 (700-2¼)

MIRL Rwy 6-24
REIL Rwy 6 and 24

SDF MRC	APP CRS	Rwy Idg	5999
108.7	234°	TDZE	677
		Apt Elev	681

SDF RWY 24
COLUMBIA/ MAURY COUNTY (MRC)

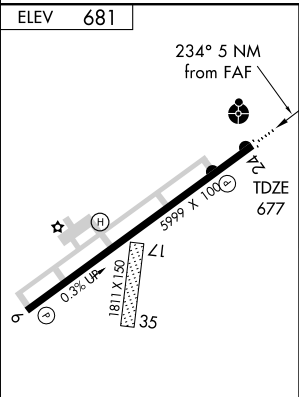
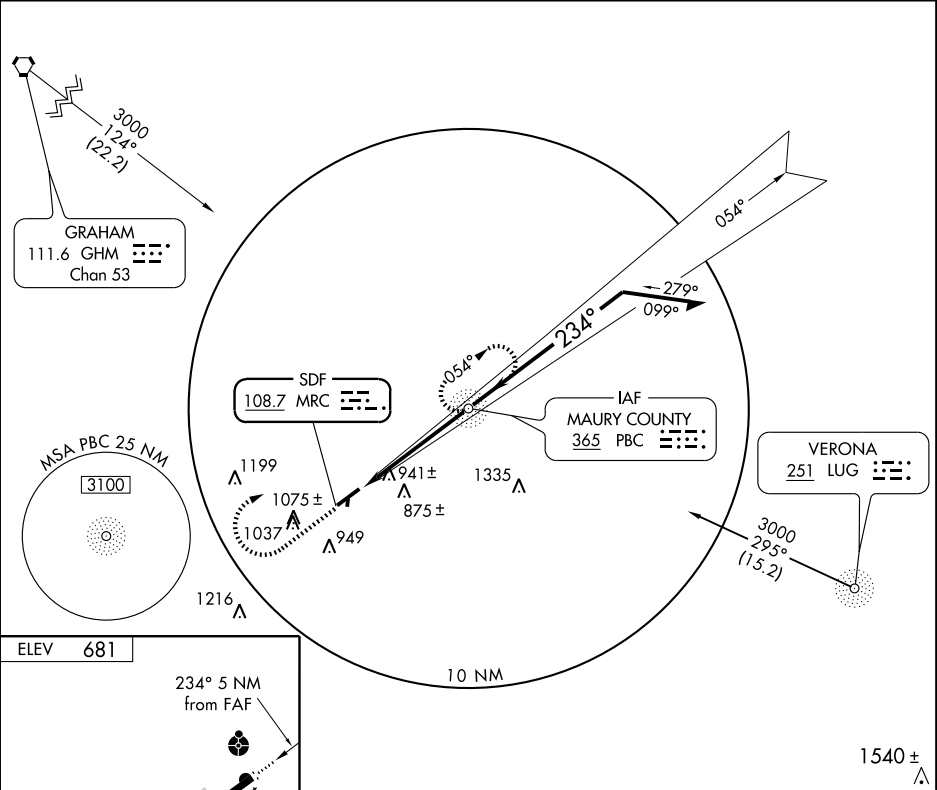
NA

If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet.
Inoperative table does not apply to Cat C.
ADF REQUIRED

ODALS

MISSED APPROACH: Climb to 1800 then climbing right turn to 2800 direct PBC NDB and hold.

AWOS-3 128.625	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
-------------------	---------------------------------	------------------------



MIRL Rwy 6-24
REIL Rwy 6 and 24

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

		1800		2800		PBC 365	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365		NDB	
1800		2800		PBC 365			

VORTAC GHM 111.6 Chan 53	APP CRS 137°	Rwy Idg TDZE Apt Elev	N/A N/A 681
--	------------------------	-----------------------------	--

VOR/DME-A

COLUMBIA/MAURY COUNTY (MRC)



When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 120 feet, and increase Cats C and D visibility ½ mile.

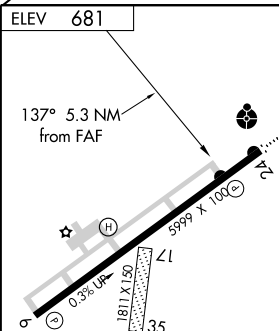
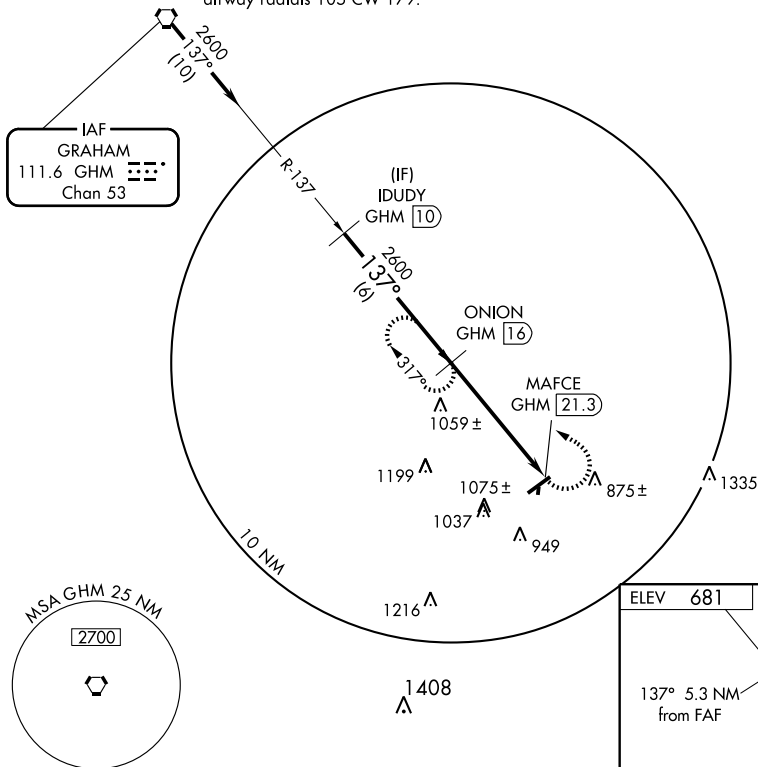
MISSED APPROACH: Climbing left turn to 2600 via GHM VORTAC R-137 to ONION/GHM 16 DME and hold.

AWOS-3
128.625

MEMPHIS CENTER
125.85 379.25

UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals on GHM VORTAC
airway radials 105 CW 179.



	IDUDY GHM 10		ONION GHM 16		MAFCE GHM 21.3	
	2600		2600		2600	
Procedure Turn NA	137°		137°		137°	
	6 NM		5.3 NM			
CATEGORY	A	B	C	D		
CIRCLING	1320-1 639 (700-1)	1320-1¼ 639 (700-1¼)	1380-2 699 (700-2)	1380-2¼ 699 (700-2¼)		

MIRL Rwy 6-24
REIL Rwys 6 and 24

APP CRS	Rwy Idg	5004
007°	TDZE	280
	Apt Elev	280

RNAV (GPS) RWY 1

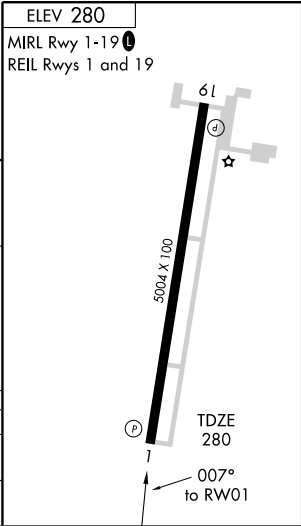
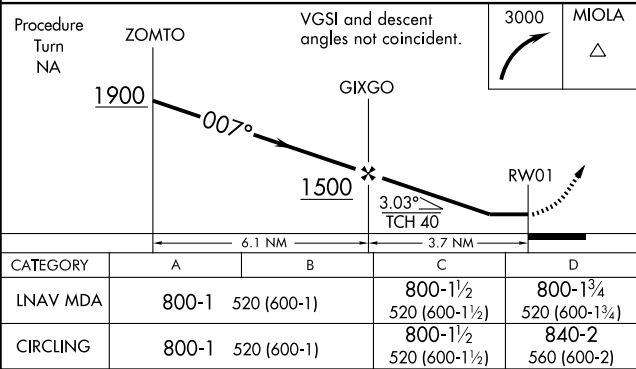
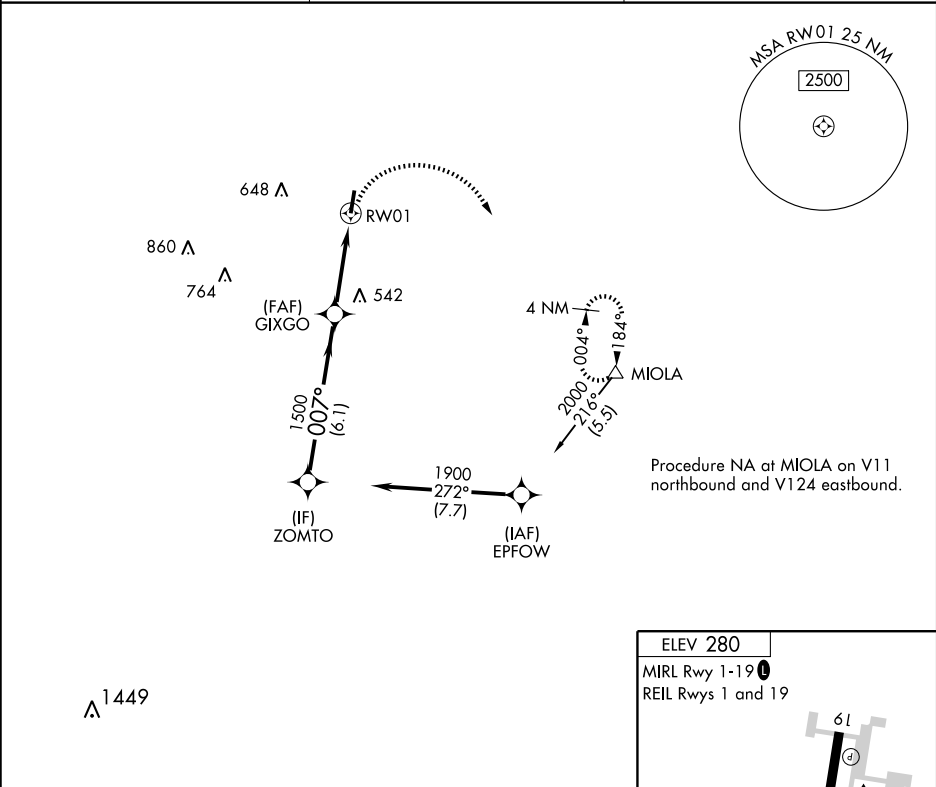
COVINGTON MUNI (M04)

⚠ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

⚠ When local altimeter setting not received, use Memphis altimeter setting and increase all MDA 100 feet and increase LNAV Cats C/D and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct MIOLA and hold.

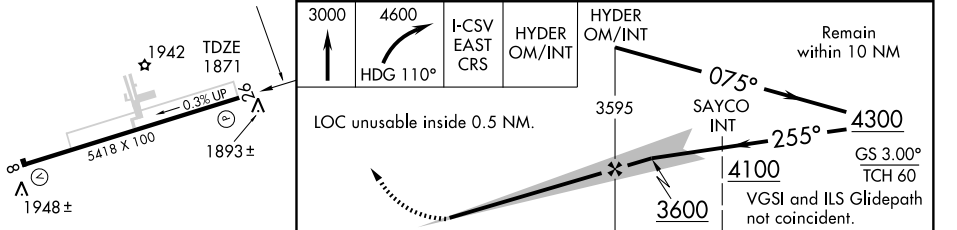
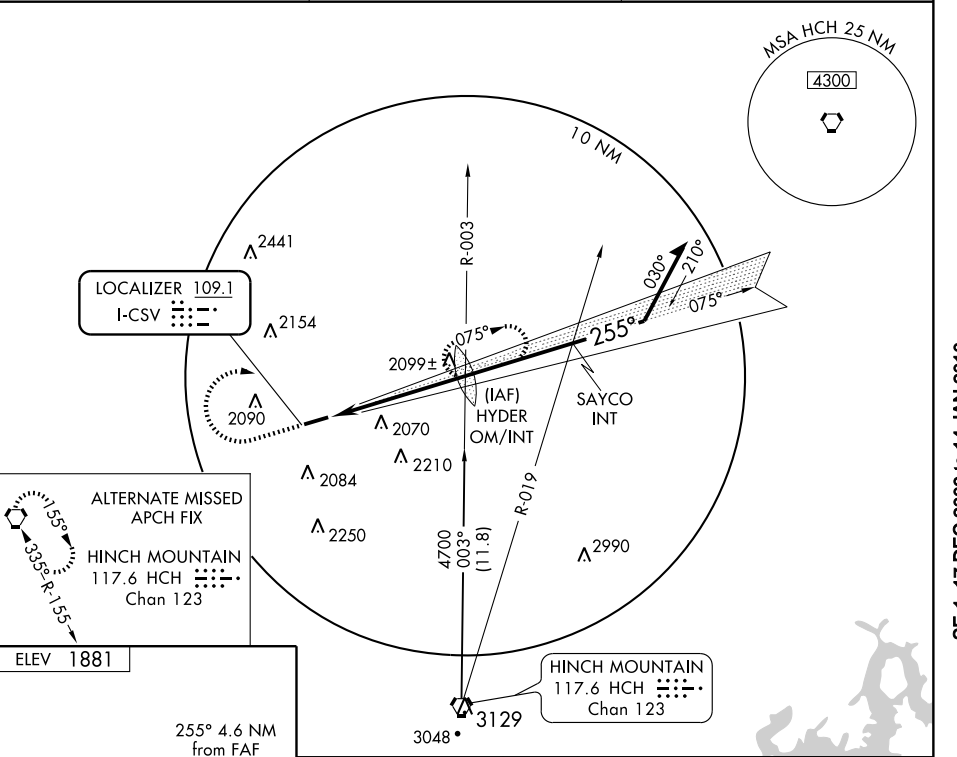
AWOS-3 118.575	MEMPHIS APP CON 125.8 338.3	UNICOM 123.0 (CTAF) 1
-------------------	--------------------------------	---------------------------------



▼

MISSED APPROACH: Climb to 3000 then climbing right turn to 4600 via heading 110° and I-CSV East course to HYDER OM/INT and hold.

ASOS 120.625	ATLANTA CENTER 133.6 254.3	UNICOM 122.7 (CTAF) 0
-----------------	-------------------------------	--------------------------



CATEGORY	A	B	C	D
S-ILS 26	2090-3/4 219 (300-3/4)			
S-LOC 26	2360-1 489 (500-1)	2360-1 1/4 489 (500-1 1/4)	2360-1 1/2 489 (500-1 1/2)	2440-2 559 (600-2)
CIRCLING	2360-1 479 (500-1)	2360-1 1/2 479 (500-1 1/2)	2440-2 559 (600-2)	

REIL Rwy 26

HIRL Rwy 8-26 0

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS CH 65911 W26A	APP CRS 256°	Rwy Idg TDZE Apt Elev 5418 1871 1881
--	------------------------	--

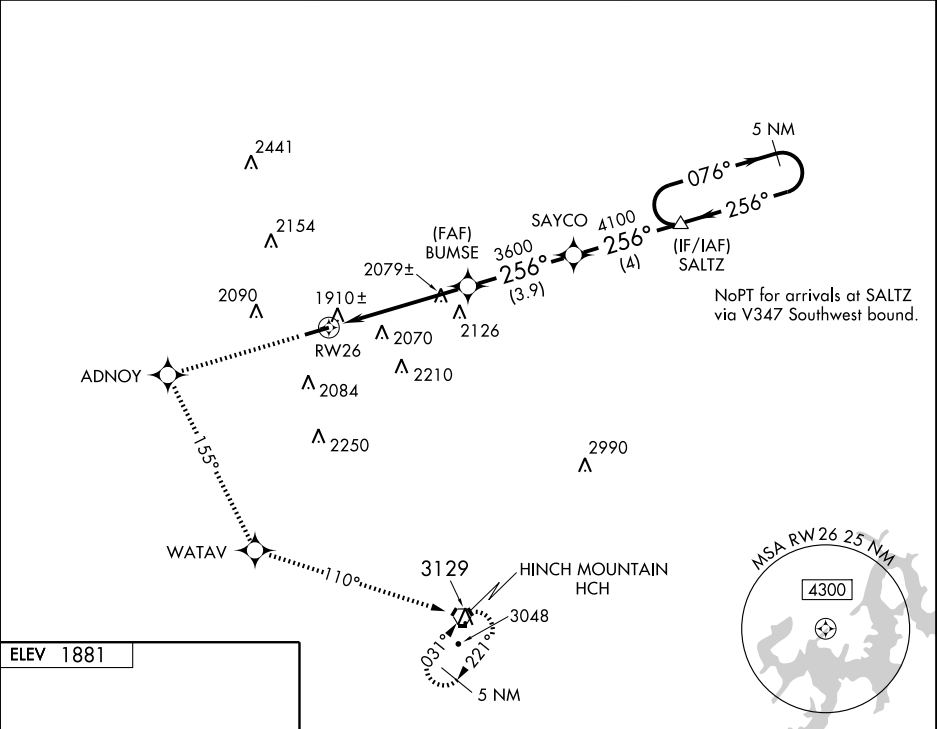
RNAV (GPS) RWY 26

CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

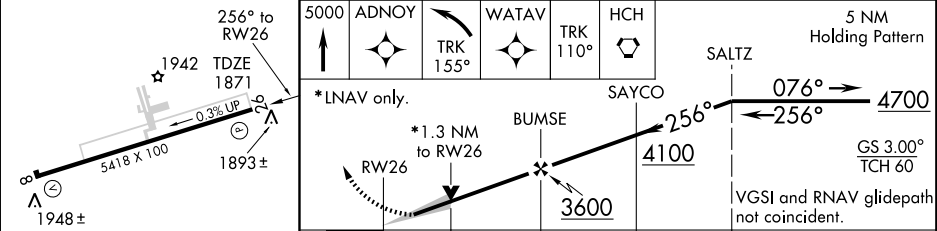
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct ADNOY and left turn via 155° track to WATAV and via 110° track to HCH VORTAC and hold.

ASOS 120.625	ATLANTA CENTER 133.6 254.3	UNICOM 122.7 (CTAF) 0
------------------------	--------------------------------------	---------------------------------



ELEV 1881



CATEGORY	A	B	C	D
LPV DA	2071-3/4 200 (200-3/4)			
LNAV/VNAV DA	2170-1 299 (300-1)			
LNAV MDA	2340-1 469 (500-1)	2340-1 1/4 469 (500-1 1/4)	2340-1 1/2 469 (500-1 1/2)	
CIRCLING	2340-1 459 (500-1)	2340-1 1/2 459 (500-1 1/2)	2440-2 559 (600-2)	

VOR/DME-A

CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

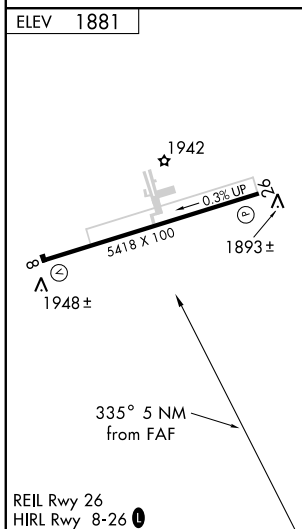
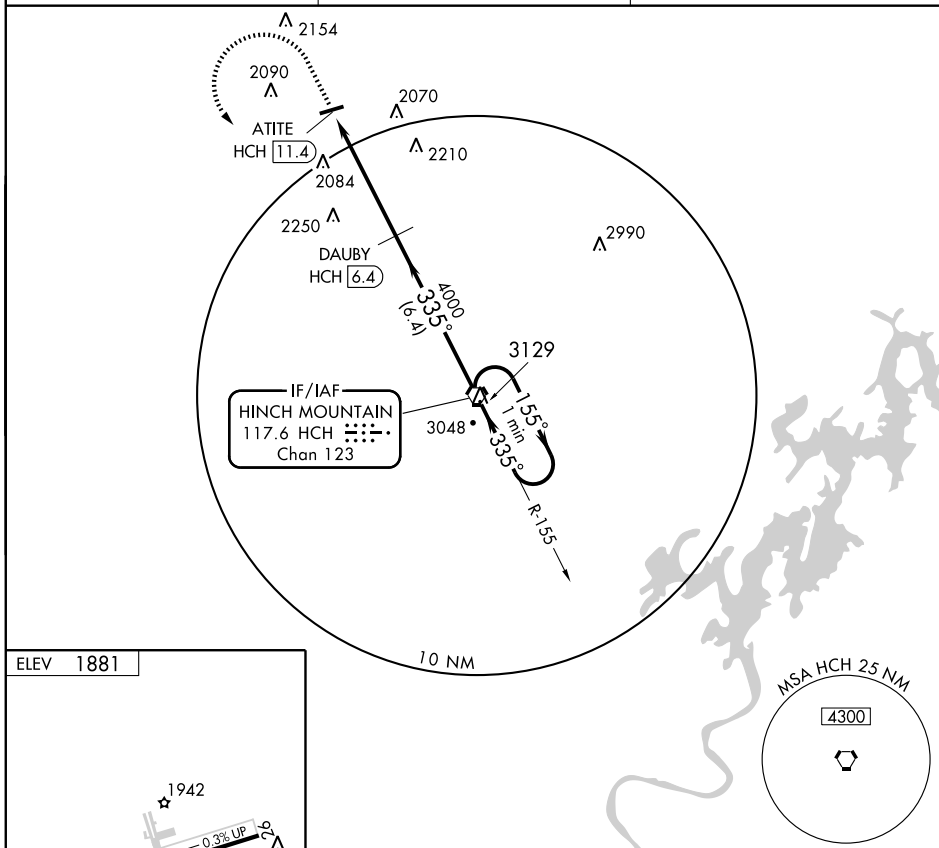
VORTAC HCH 117.6 Chan 123	APP CRS 335°	Rwy Idg TDZE Apt Elev N/A N/A 1881
---	------------------------	--



NA

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct HCH VORTAC and hold.

ASOS 120.625	ATLANTA CENTER 133.6 254.3	UNICOM 122.7 (CTAF)
------------------------	--------------------------------------	-------------------------------



3000	5000	HCH 117.6	DAUBY HCH 6.4	VORTAC	One Minute Holding Pattern
		ATITE HCH 11.4			
CATEGORY	A	B	C	D	
CIRCLING	2340-1	459 (500-1)	2340-1½ 459 (500-1½)	2440-2 559 (600-2)	

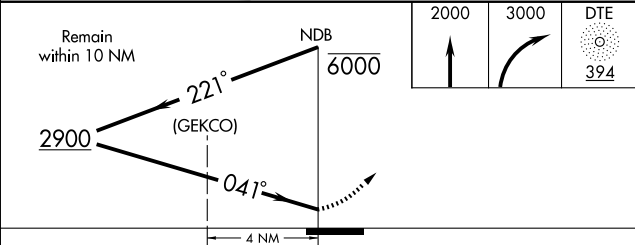
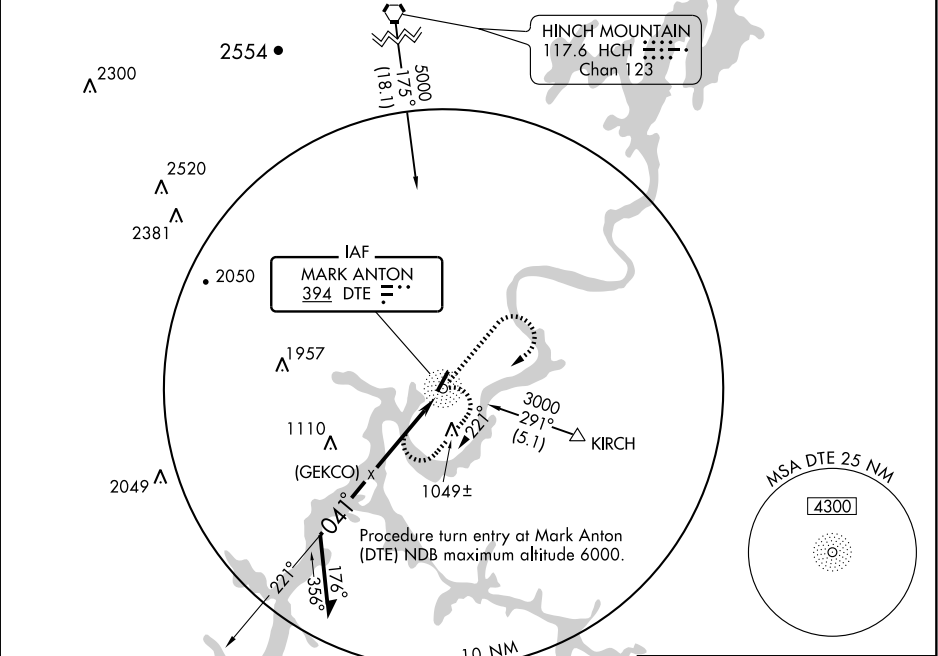
▼

NA

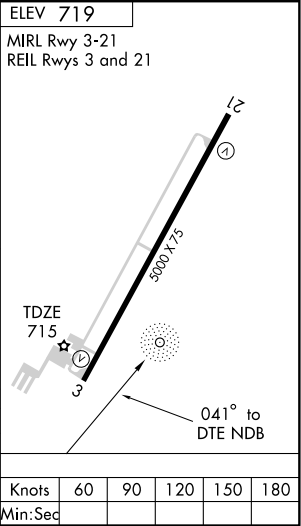
If local altimeter setting is not received, use Crossville altimeter setting and increase all MDAs 240 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DTE NDB and hold.

AWOS-3 135.075	CHATTANOOGA APP CON★ 125.1 379.1	GCO 121.725	UNICOM 123.0 (CTAF)
-------------------	-------------------------------------	----------------	------------------------



CATEGORY	A	B	C	D
S-3	1460-1 745 (800-1)	1460-1¼ 745 (800-1¼)	1460-2¼ 745 (800-2¼)	1460-2½ 745 (800-2½)
CIRCLING	1460-1 741 (800-1)	1460-1¼ 741 (800-1¼)	1460-2¼ 741 (800-2¼)	1460-2½ 741 (800-2½)



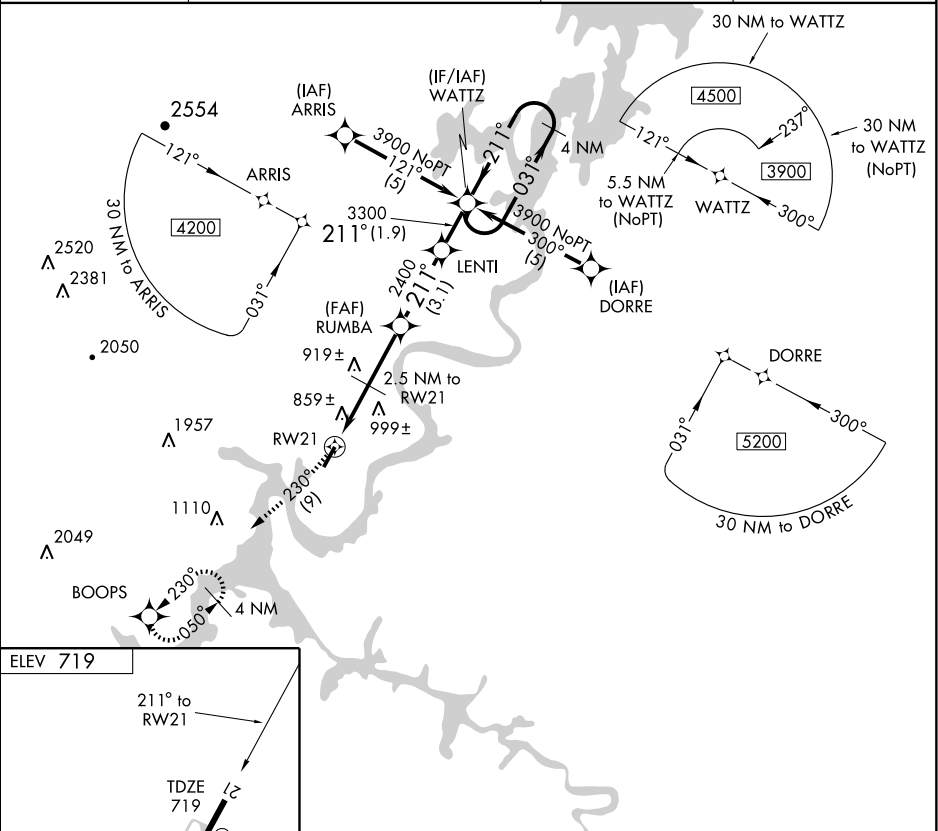
APP CRS	Rwy Idg	5000
211°	TDZE	719
	Apt Elev	719

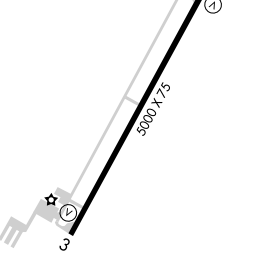
RNAV (GPS) RWY 21

DAYTON/MARK ANTON (2A0)


	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 3900 via 230° course to BOOPS WP and hold.
---	---	--

AWOS-3 135.075	CHATTANOOGA APP CON ★ 125.1 379.1	GCO 121.725	UNICOM 123.0 (CTAF)
-------------------	--------------------------------------	----------------	------------------------






MIRL Rwy 3-21
REIL Rwy 3 and 21



CRS 230°



BOOPS

3900

2.5 NM to RW21

1.2 NM to RW21

RW21

1560

≤ 3.14° TCH 40

RUMBA

2400

LENTI

3300

WATZ

4 NM Holding Pattern

031° →

← 211°

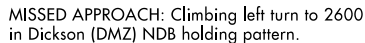
3900

VGSI and descent angles not coincident.

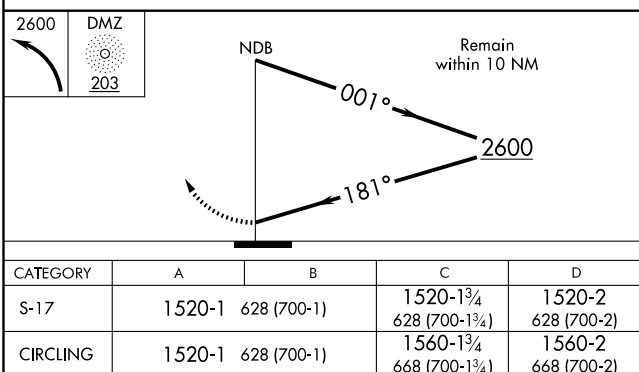
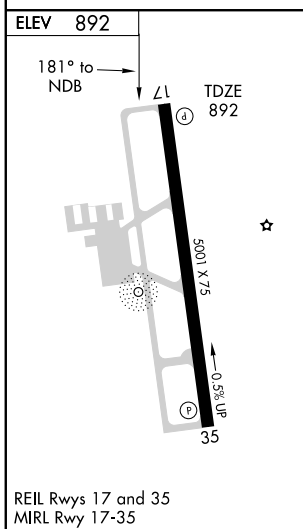
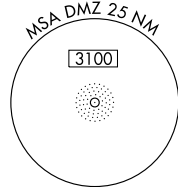
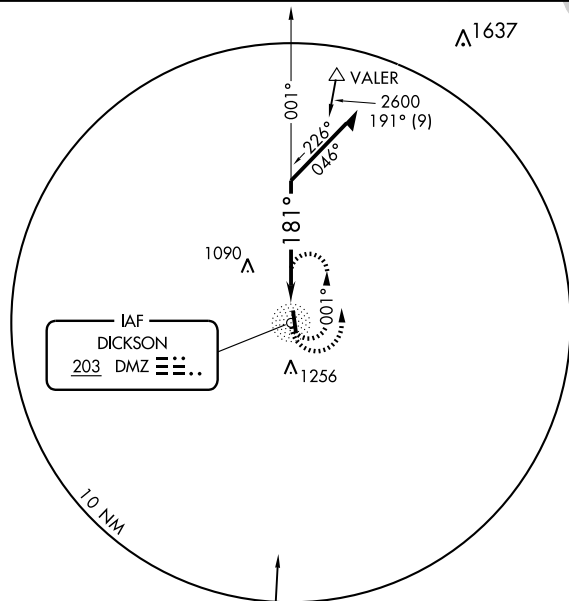
1.2
1.3
2.4 NM
3.1 NM
1.9 NM

CATEGORY	A	B	C	D
LNNAV MDA	1120-1	401 (500-1)	1120-1¼	401 (500-1¼)
CIRCLING	1440-1 721 (800-1)	1460-1¼ 741 (800-1¼)	1460-2¼ 741 (800-2¼)	1460-2½ 741 (800-2½)

NDB RWY 17
DICKSON MUNI (M02)



UNICOM
122.8 (CTAF)



APP CRS	Rwy Idg	5001
173°	TDZE	892
	Apt Elev	892

RNAV (GPS) RWY 17

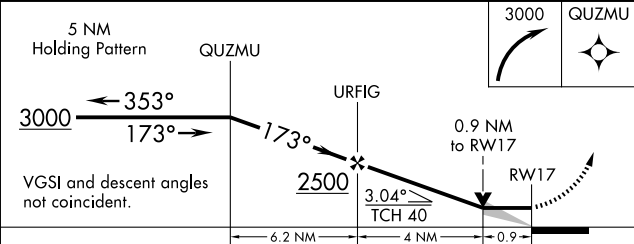
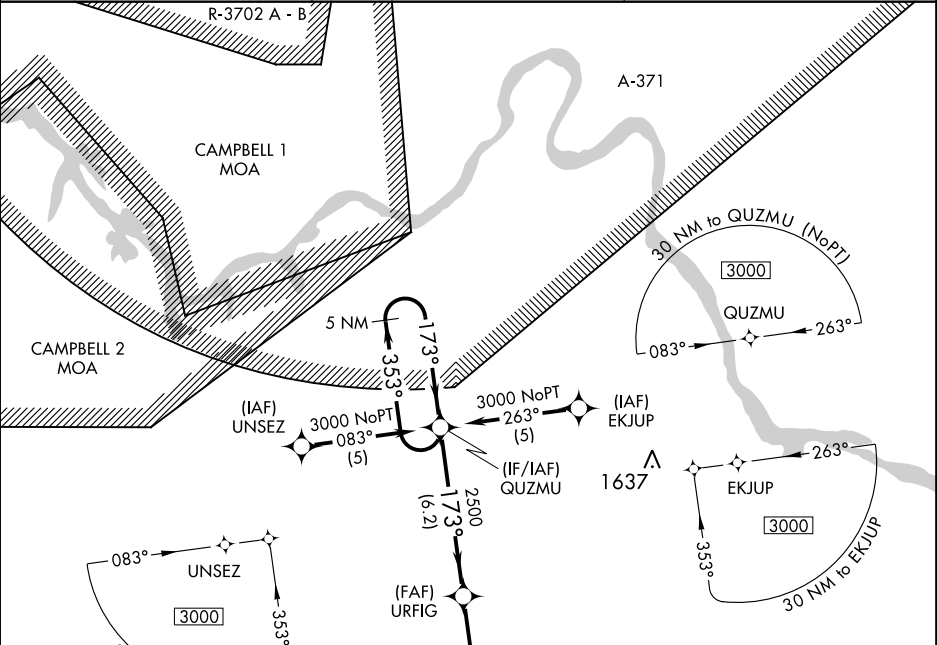
DICKSON MUNI (M02)

NA

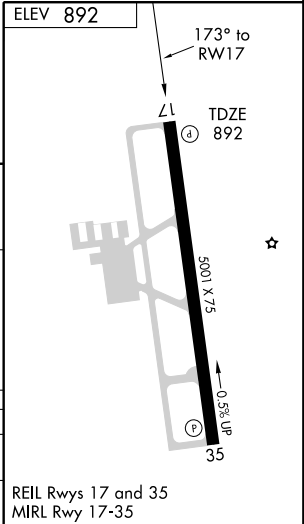
If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 140 feet. DME/DME RNP-0.3 NA. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct GUZMU and hold.

AWOS-3 123.875	MEMPHIS CENTER 125.85 381.4	UNICOM 122.8 (CTAF)
-------------------	--------------------------------	------------------------



CATEGORY	A	B	C	D
RNAV MDA	1300-1	408 (500-1)	1300-1¼	408 (500-1¼)
CIRCLING	1400-1 508 (600-1)	1560-1 668 (700-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)



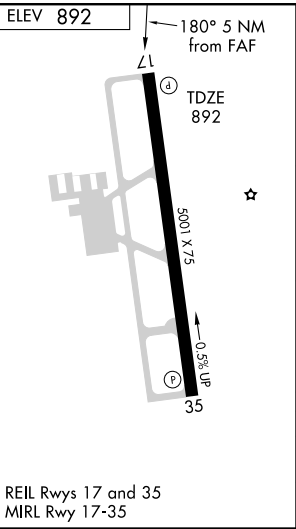
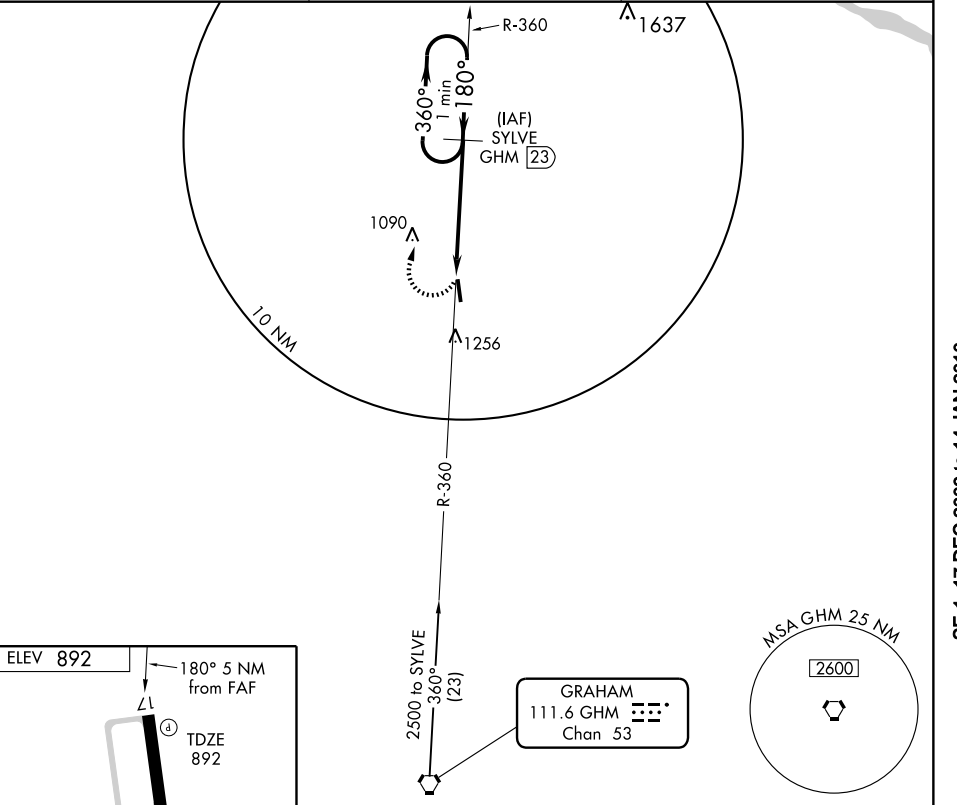
REIL Rwy 17 and 35
MRL Rwy 17-35

▼

▲ NA

MISSED APPROACH: Climbing right turn to 2500 via R-360 GHM VORTAC to SYLVE 23 DME and hold.

AWOS-3 123.875	MEMPHIS CENTER 125.85 381.4	UNICOM 122.8 (CTAF)
-------------------	--------------------------------	------------------------



CATEGORY	A		B		C		D	
	1400-1		508 (600-1)		1400-1½		508 (600-1½)	
CIRCLING	1400-1		508 (600-1)		1560-1¾ 668 (700-1¾)		1560-2 668 (700-2)	

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS 042°	Rwy Idg 5698 TDZE 325 Apt Elev 338
------------------------	---

RNAV (GPS) RWY 4
DYERSBURG RGNL (DYM)

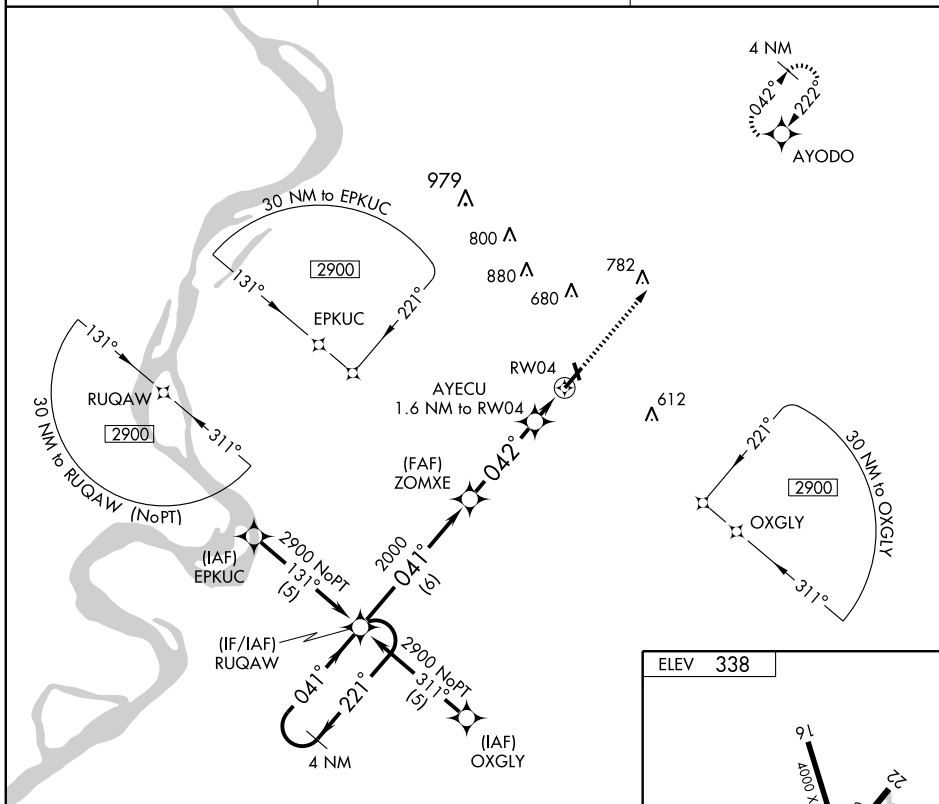
T If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet.
A DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900
direct AYODO and hold.

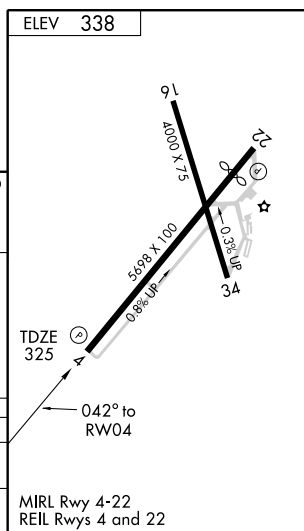
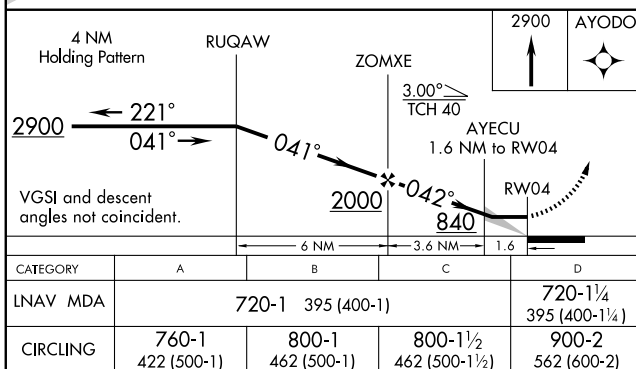
AWOS-3
135.625

MEMPHIS CENTER
134.65 316.15

UNICOM
123.05 (CTAF)



SE-1. 17 DEC 2009 to 14 JAN 2010



APP CRS	Rwy Idg	5004
222°	TDZE	335
	Apt Elev	338

RNAV (GPS) RWY 22

DYERSBURG RGNL (DYR)



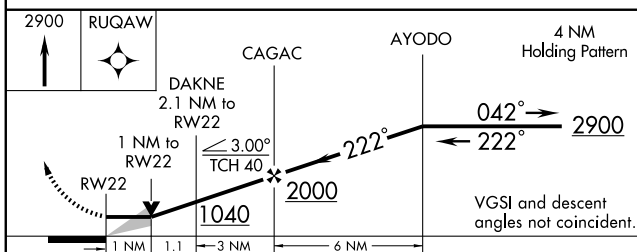
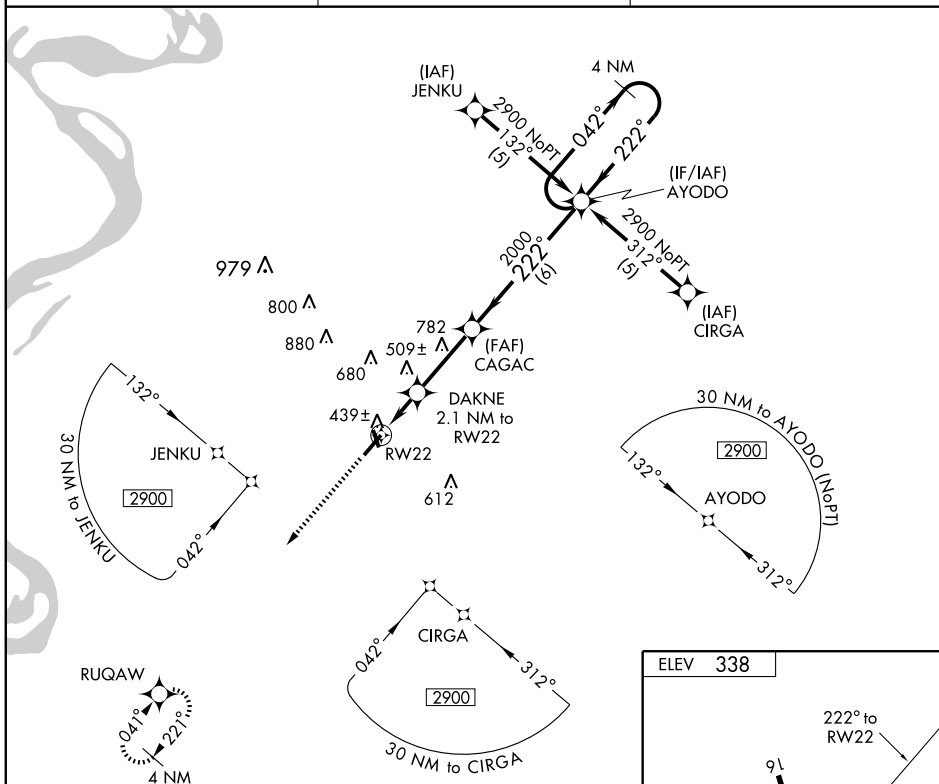
DME/DME RNP-0.3 NA. Straight-in minimums NA at night.
If local altimeter setting not received, use Blytheville Muni, AR
altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2900
direct RUQAW and hold.

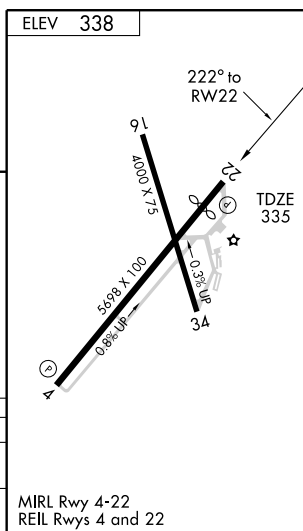
AWOS-3
135.625

MEMPHIS CENTER
134.65 316.15

UNICOM
123.05 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	700-1 365 (400-1)			700-1½ 365 (400-1½)
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)



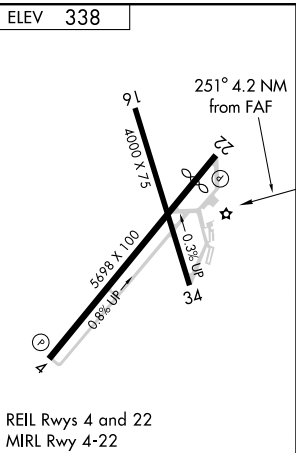
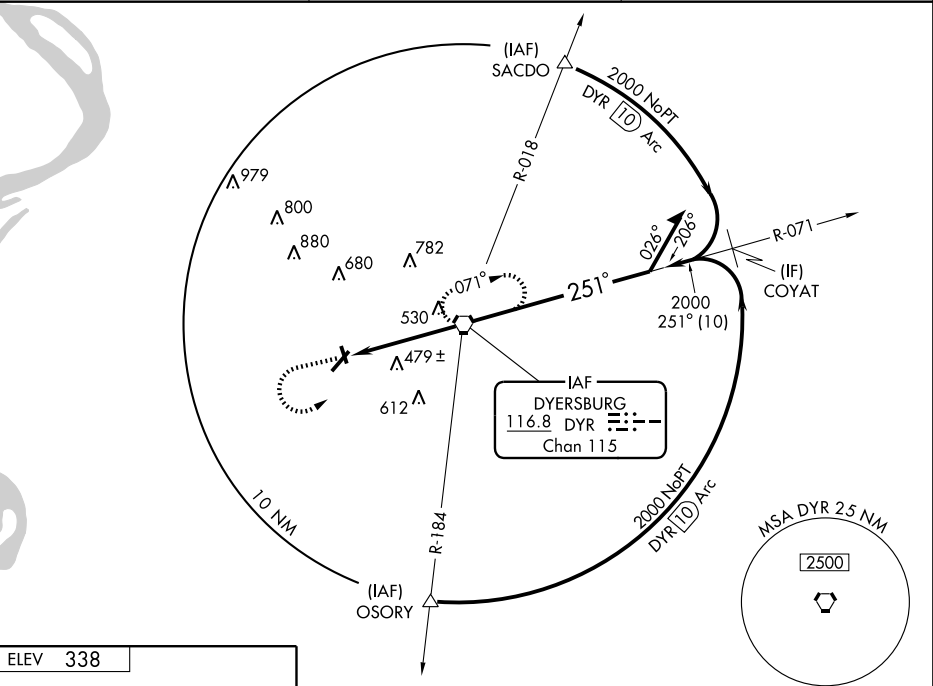
VORTAC DYR	APP CRS	Rwy Idg	N/A
116.8	251°	TDZE	N/A
Chan 115		Apt Elev	338

VOR-A

DYERSBURG RGNL (DYR)

	If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet.	MISSED APPROACH: Climb to 2000, then left turn direct DYR VORTAC and hold.
--	--	--

AWOS-3 135.625	MEMPHIS CENTER 134.65 316.15	UNICOM 123.05 (CTAF)
-------------------	---------------------------------	-------------------------



REIL Rwy 4 and 22
MIRL Rwy 4-22

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A		B		C		D	
	760-1 422 (500-1)		800-1 462 (500-1)		800-1½ 462 (500-1½)		900-2 562 (600-2)	

VORTAC DYR 116.8 Chan 115	APP CRS 065°	Rwy Idg TDZE Apt Elev	5698 325 338
---	------------------------	-----------------------------	---

VOR/DME RWY 4

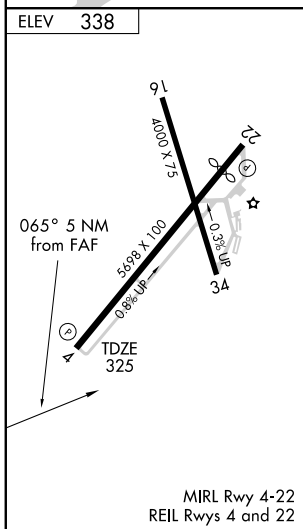
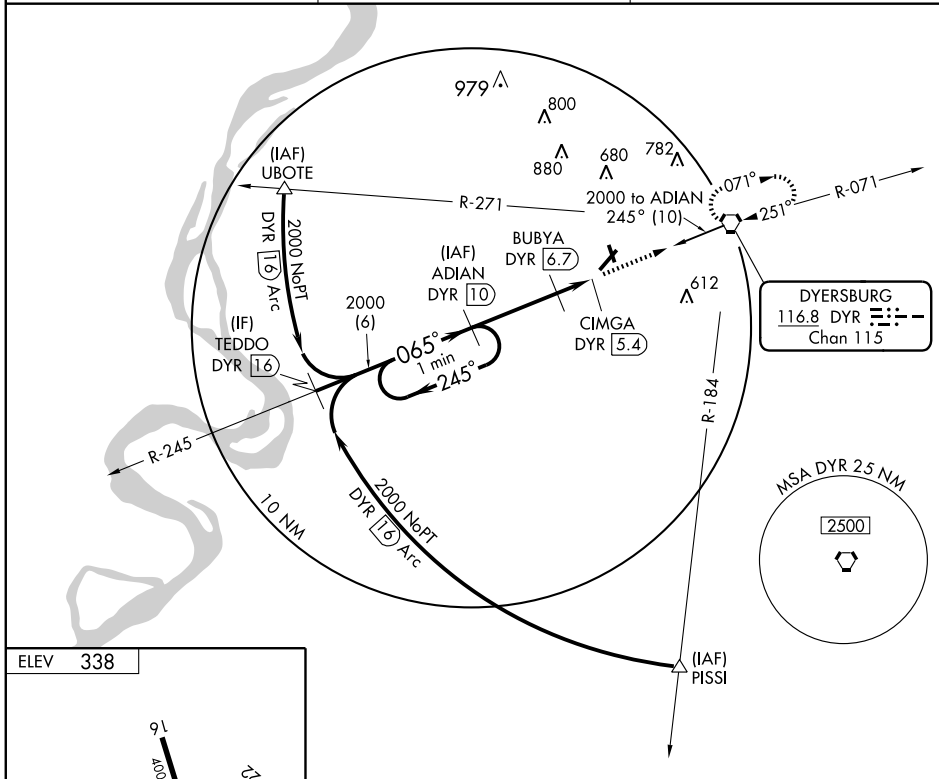
DYERSBURG RGNL (DYR)



If local altimeter setting not received, use Blytheville Muni, AR altimeter setting and increase all MDAs 60 feet. VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2000 direct DYR VORTAC and hold.

AWOS-3 135.625	MEMPHIS CENTER 134.65 316.15	UNICOM 123.05 (CTAF)
--------------------------	--	--------------------------------

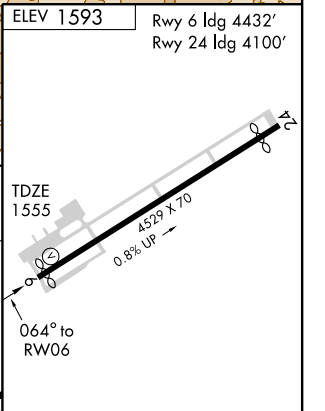
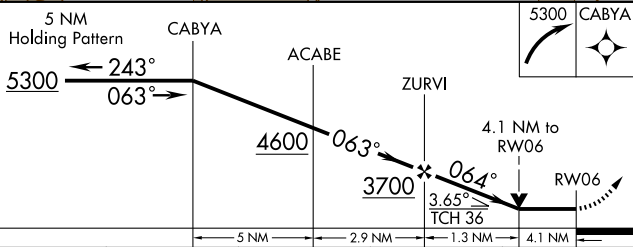
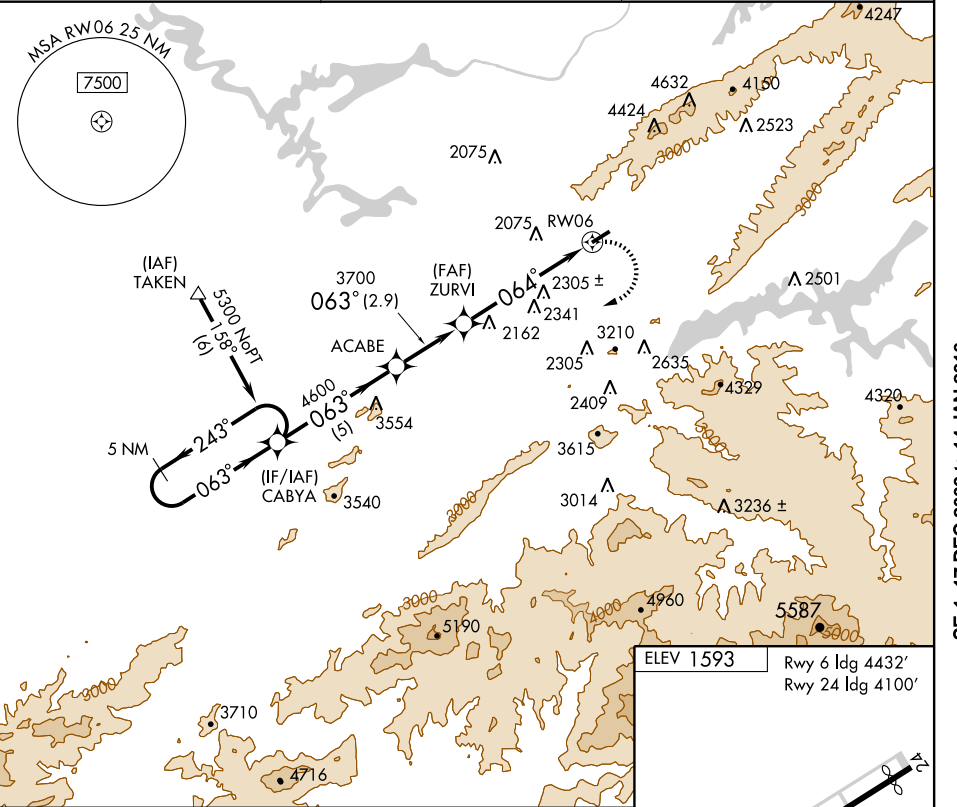


One Minute Holding Pattern				2000	DYR
				↑	116.8
<p>ADIAN DYR 10</p> <p>BUBYA DYR 6.7</p> <p>DYR 6.1</p> <p>CIMGA DYR 5.4</p>					
<p>2000 ← 245°</p> <p>065° →</p> <p>065°</p> <p>900</p> <p>3.12° TCH 40</p> <p>3.3 NM</p> <p>0.6</p> <p>0.8</p> <p>0.4</p>					
<p>VGSI and descent angles not coincident.</p>					
CATEGORY	A	B	C	D	
S-4	720-1 395 (400-1)			720-1¼ 395 (400-1¼)	
CIRCLING	760-1 422 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)	

If local altimeter setting not received, use Tri-Cities Rgnl altimeter setting and increase all MDAs 60 ft. VDP NA when using Tri-Cities Rgnl altimeter setting. Circling NA Northwest of Rwy 6-24. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 5300 direct CABYA and hold.

AWOS-3 135.675	TRI CITY APP CON 134.425 349.0	UNICOM 123.0 (CTAF)
-------------------	-----------------------------------	------------------------



CATEGORY	A	B	C	D
LNAV MDA	3240-1¼ 1685 (1700-1¼)	3240-1½ 1685 (1700-1½)	3240-3 1685 (1700-3)	NA
CIRCLING	3240-1¼ 1647 (1700-1¼)	3240-1½ 1647 (1700-1½)	3240-3 1647 (1700-3)	NA

URL Rwy 6-24

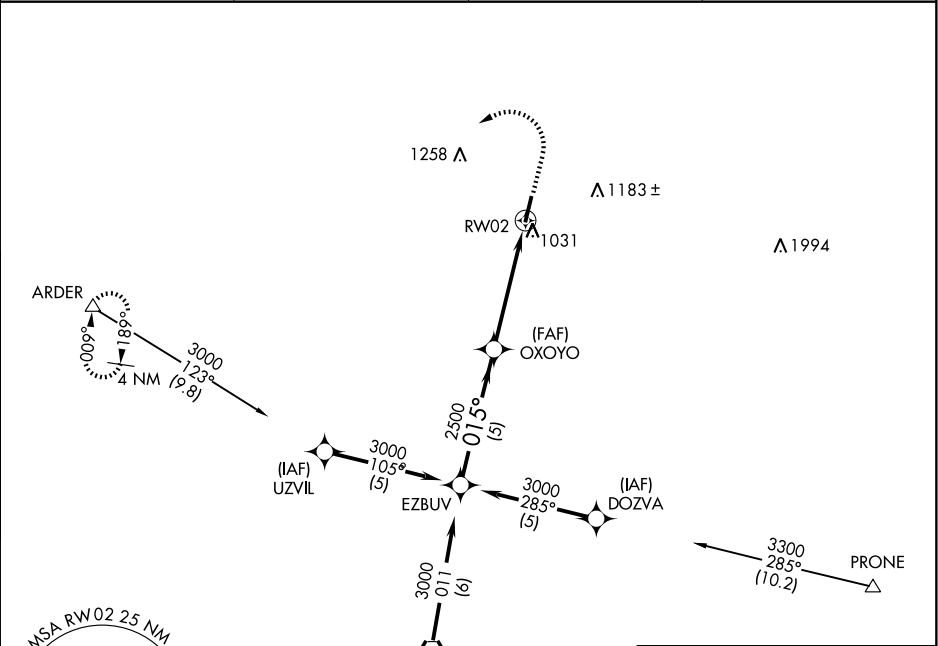
SE-1, 17 DEC 2009 to 14 JAN 2010

GPS RWY 2

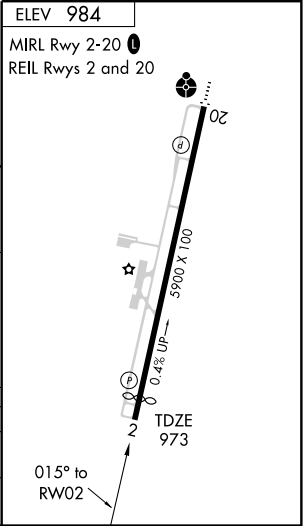
FAYETTEVILLE MUNI (FYM)

APP CRS	Rwy Idg	5500
015	TDZE	973
	Apt Elev	984

<div><div>▼</div><div>▲ NA</div></div>		MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct ARDER WP and hold.	
AWOS-3 135.275	HUNTSVILLE APP CON ★ 125.6 354.1	GCO 121.725	UNICOM 122.8 (CTAF) 0



	EZBUB		OXOYO		RW02	
	3000		2500		2000	
Procedure	Turn NA		VGS1 and descent angles not coincident.		3.00° ≥ TCH 40	
	5 NM		4.7 NM			
CATEGORY	A	B	C	D		
S-2	1380-1	407 (400-1)	1380-1¼	407 (400-1¼)		
CIRCLING	1440-1 456 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)		



NDB TNY	APP CRS	Rwy Idg	5900
358	195°	TDZE	984
		Apt Elev	984

NDB RWY 20

FAYETTEVILLE MUNI (FYM)

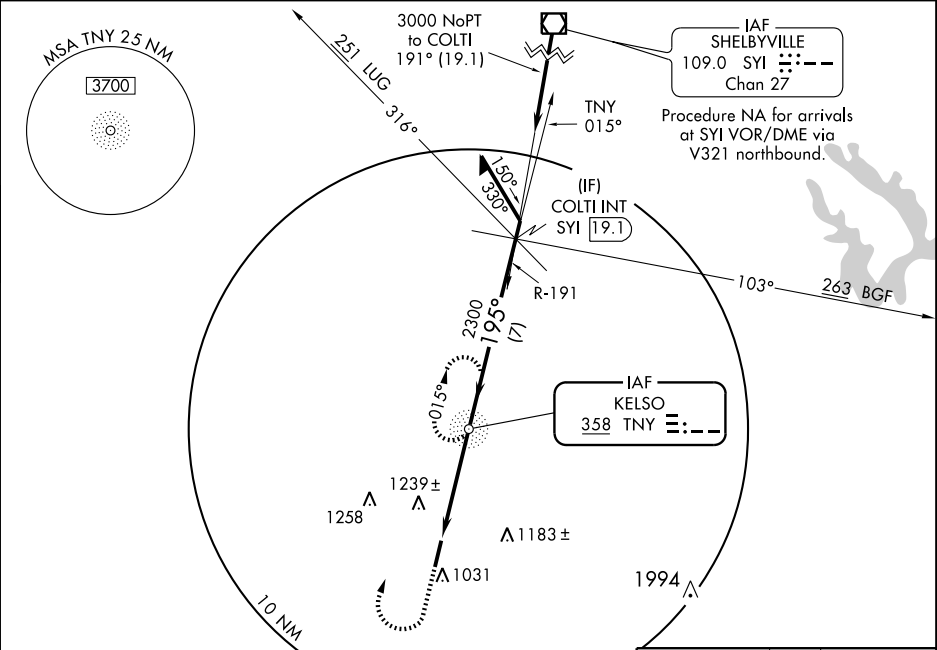
⚠ When local altimeter setting not received, use Huntsville altimeter setting and increase all MDA 120 feet, increase S-20 Cat C and D and Circling Cat C visibility ½ mile, increase Circling Cat D visibility ¼ mile.

⚠ NA

ODALS

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct KELSO NDB and hold.

AWOS-3 135.275	HUNTSVILLE APP CON ★ 125.6 354.1	GCO 121.725	UNICOM 122.8 (CTAF) ①
-------------------	-------------------------------------	----------------	--------------------------

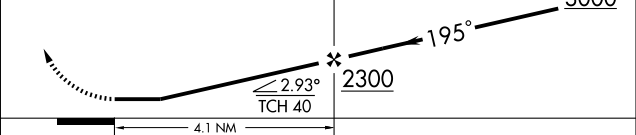


ROCKET
112.2 RQZ Chan 59

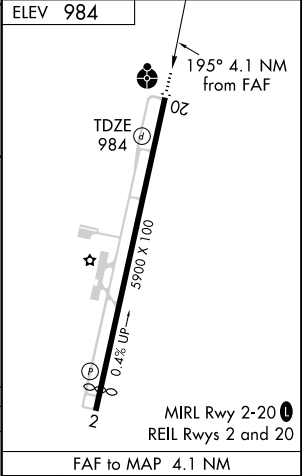
3000 to NDB
011° (20.7)

2000	3000	KELSO
		358

VGSI and descent angles not coincident.




CATEGORY	A	B	C	D
S-20	1540-1	556 (600-1)	1540-1½ 556 (600-1½)	1540-1¾ 556 (600-1¾)
CIRCLING	1540-1	556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)



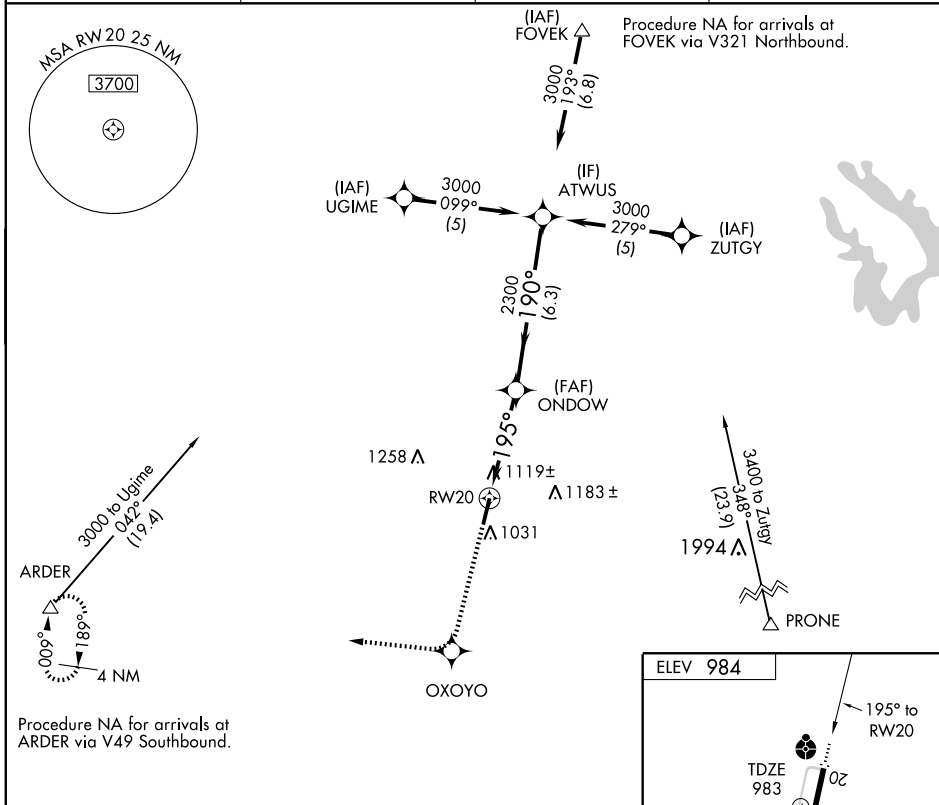
APP CRS	Rwy Idg	5900
195°	TDZE	983
	Apt Elev	984

RNAV (GPS) RWY 20
FAYETTEVILLE MUNI (FYM)

T
A NA If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Huntsville altimeter setting.

<p>ODALS</p> 	<p>MISSED APPROACH: Climb to 3000 direct OXOYO and via 277° track to ARDER and hold.</p>
--	--

AWOS-3 135,275	HUNTSVILLE APP CON ★ 125.6 354.1	GCO 121,725	UNICOM 122.8 (CTAF) 0
-------------------	-------------------------------------	----------------	--------------------------



3000
↑
OXOYO
TRK 277°
ARDER △

1.2 NM to RW20

RW20

ONDOW

195°

190°

2300

3000

3.04°

TCH 40°

1.2

2.8 NM

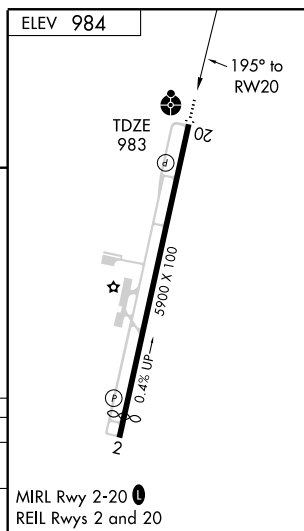
6.3 NM

ATWUS

Procedure Turn NA

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1380-1 397 (400-1)			1380-1¼ 397 (400-1¼)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-½)	1540-2 556 (600-2)



SDF FYM	APP CRS	Rwy Idg	5900
110.5	195°	TDZE	983
		Apt Elev	984

SDF RWY 20
FAYETTEVILLE MUNI (FYM)

NA

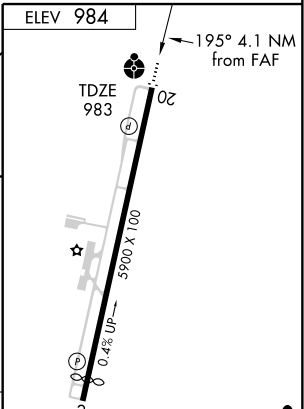
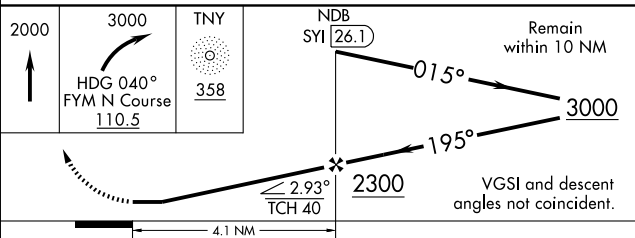
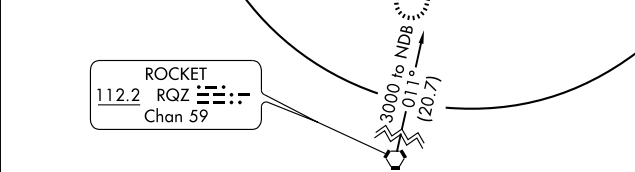
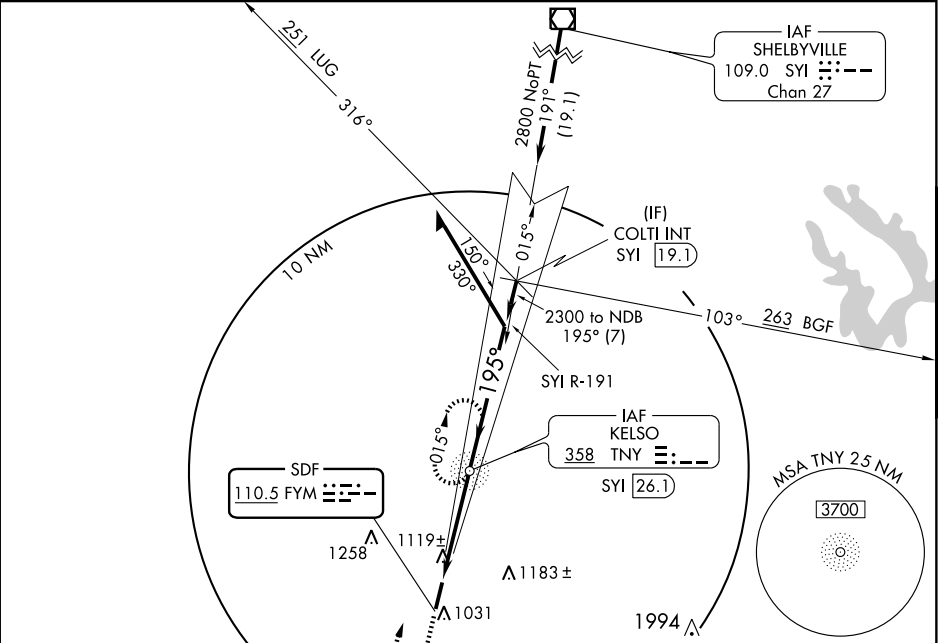
If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 120 feet.
Visibility reduction by helicopters NA.
ADF or DME REQUIRED.

ODALS

.....

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 040° and FYM SDF North course to KELSO NDB/SYI 26.1 DME and hold.

AWOS-3 135.275	HUNTSVILLE APP CON * 125.6 354.1	GCO 121.725	UNICOM 122.8 (CTAF) 1
-------------------	-------------------------------------	----------------	---------------------------------



CATEGORY	A	B	C	D
S-20	1380-1 397 (400-1)			1380-1¼ 397 (400-1¼)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

VORTAC RQZ 112.2 Chan 59	APP CRS 010°	Rwy Idg 5500 TDZE 973 Apt Elev 984
--	------------------------	---

VOR/DME RWY 2
FAYETTEVILLE MUNI (FYM)

T
A NA If local altimeter setting not received, use
Huntsville altimeter setting and increase all
MDAs 120 feet.

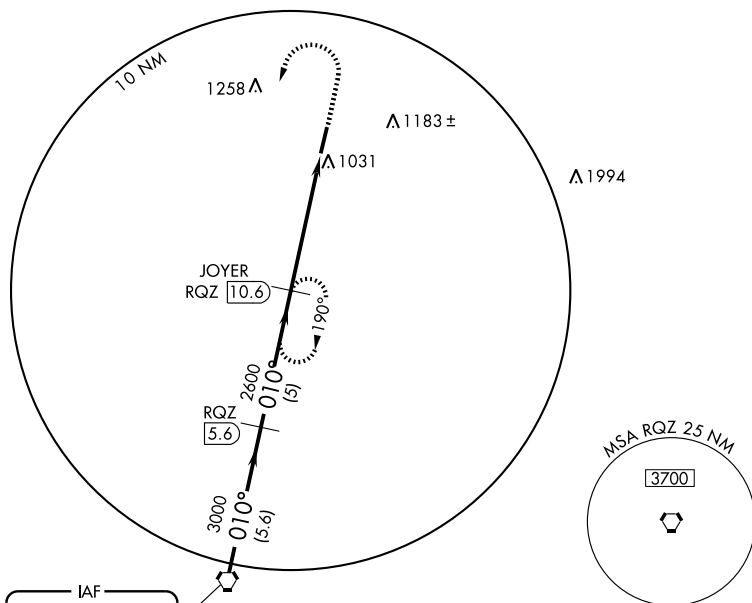
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-010 to JOYER INT and hold.


AWOS-3
135,275

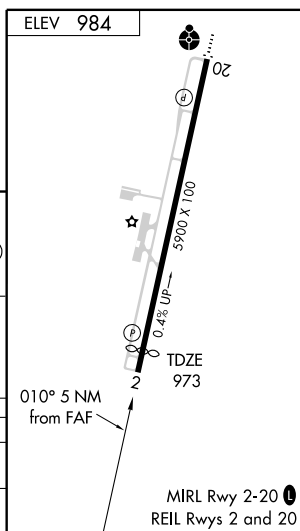
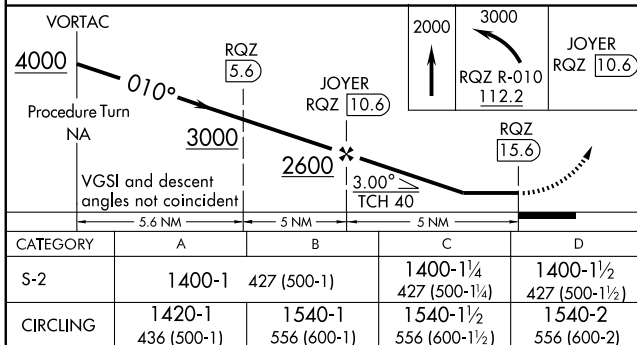
HUNTSVILLE APP CON ★
125.6 354.1

GCO
121,725

UNICOM
122.8 (CTAF) **L**



IAF
ROCKET
112.2 RQZ 
Chan 59

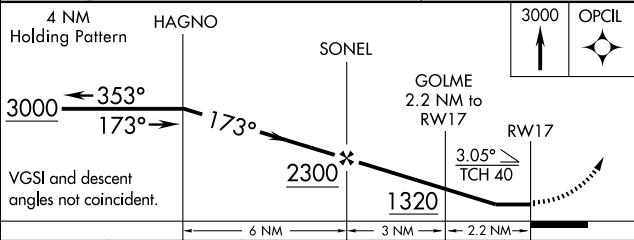
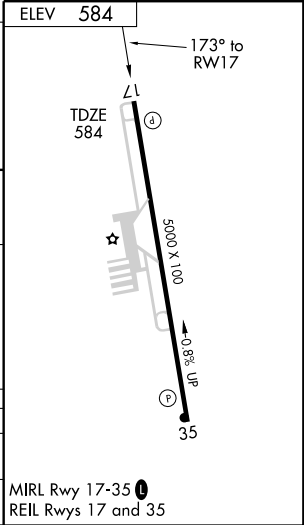
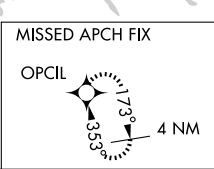
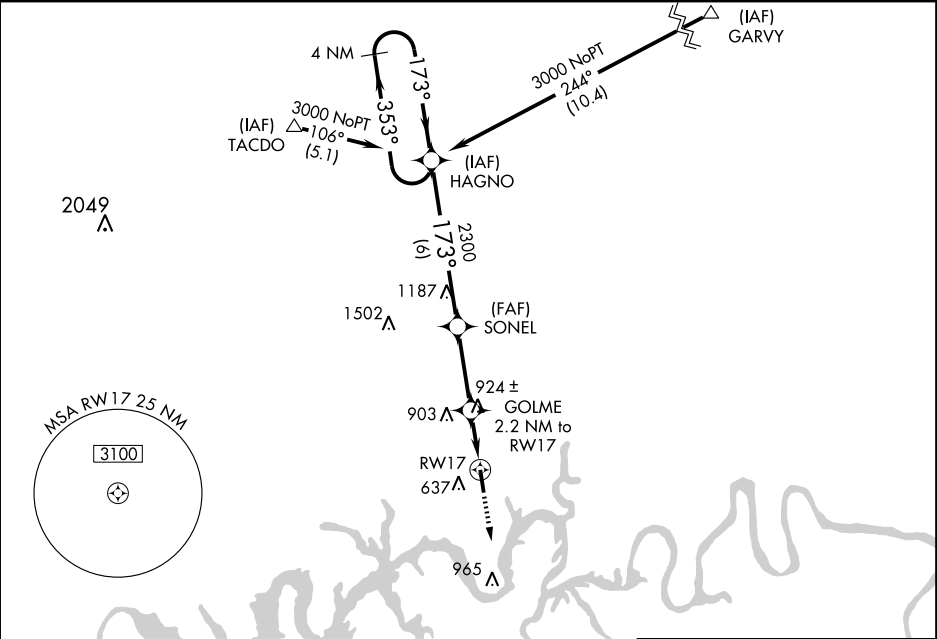
^Λ₂₆₇₃

APP CRS	Rwy Idg	5000
173°	TDZE	584
	Apt Elev	584

RNAV (GPS) RWY 17

GALLATIN/ SUMNER COUNTY RGNL (M33)

<p>⚠ If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 60 feet.</p> <p>⚠ NA GPS or RNP-0.3 Required.</p> <p>DME/DME RNP-0.3 NA.</p>		<p>MISSED APPROACH: Climb to 3000 direct OPCI L WP and hold.</p>	
AWOS-3	NASHVILLE APP CON	GCO	UNICOM
132.725	118.4 360.7	135.075	123.05 (CTAF) 📶



CATEGORY	A	B	C	D
LNAV MDA	1180-1	596 (600-1)	1180-1½ 596 (600-1½)	1180-1¾ 596 (600-1¾)
CIRCLING	1180-1	596 (600-1)	1180-1½ 596 (600-1½)	1240-2 656 (700-2)

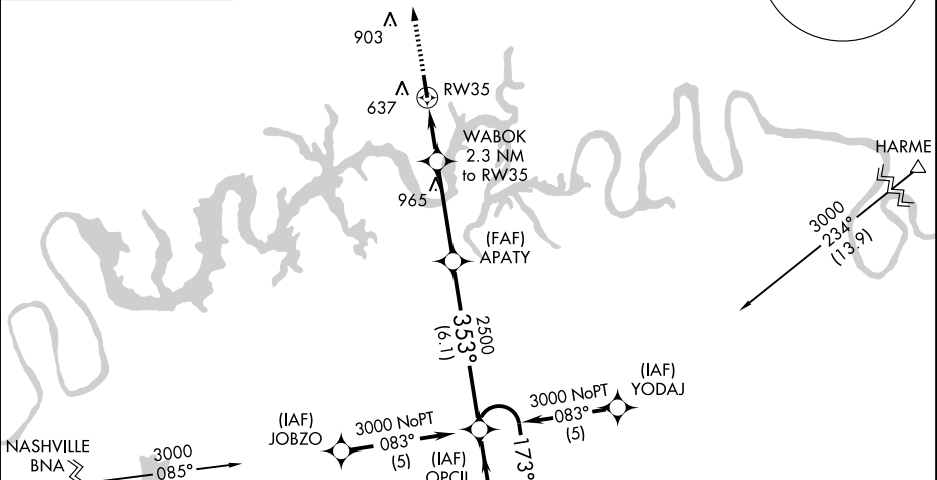
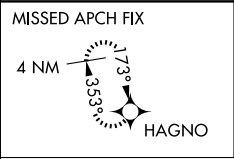
MIRL Rwy 17-35 **📶**
REIL Rwsy 17 and 35

APP CRS	Rwy Idg	5000
353°	TDZE	565
	Apt Elev	584

RNAV (GPS) RWY 35

GALLATIN/ SUMNER COUNTY RGNL (M33)

<p>⚠ If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 60 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.</p> <p>⚠ NA</p>	<p>MISSED APPROACH: Climb to 3000 direct HAGNO WP and hold.</p>		
AWOS-3 132.725	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 123.05 (CTAF) 0

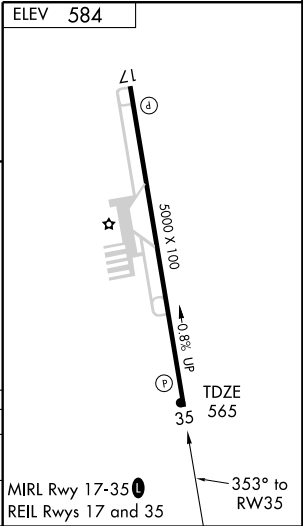


NASHVILLE BNA

3000 085° (10.5)

Procedure NA for arrivals at BNA VORTAC on V-140 westbound or for arrivals at HARME INT on V-140 eastbound

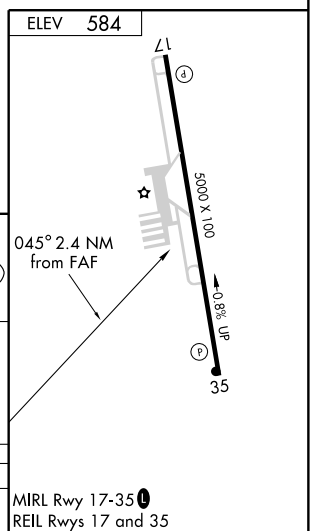
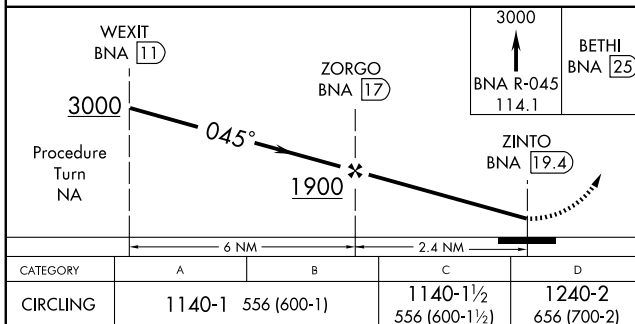
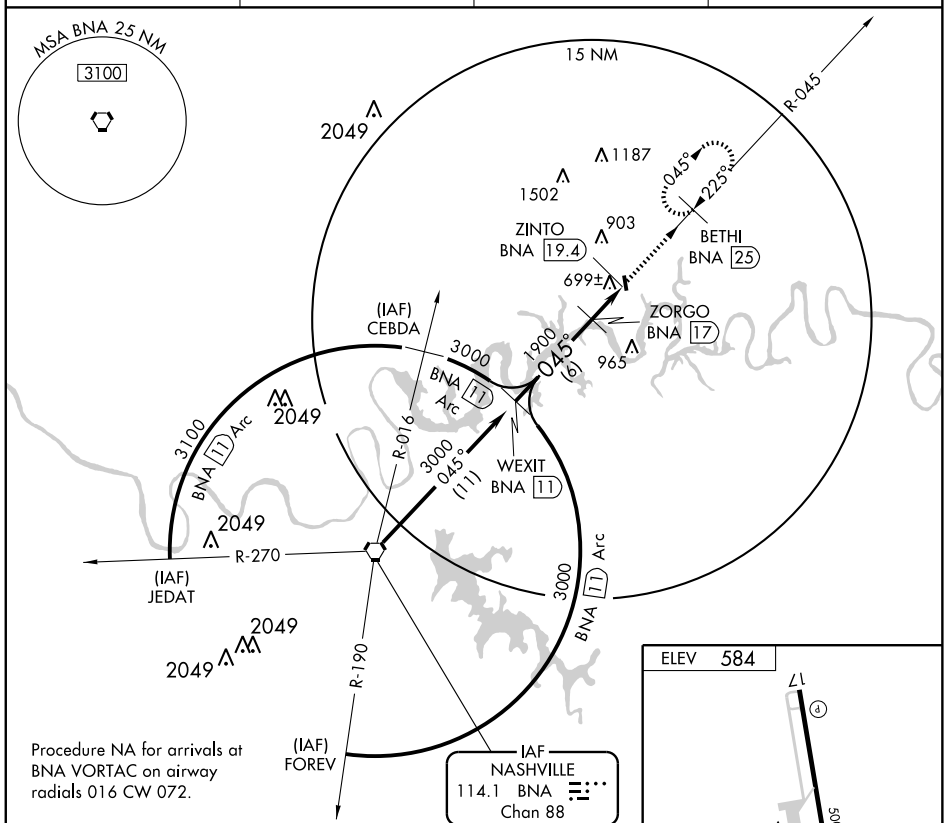
3000	HAGNO	VDP NA when using Nashville Intl altimeter setting.	4 NM Holding Pattern	
CATEGORY	A	B	C	D
LNAV MDA	940-1 375 (400-1)		940-1 ¼ 375 (400-1¼)	
CIRCLING	1140-1 556 (600-1)		1140-1½ 556 (600-1½)	



VORTAC BNA 114.1 Chan 88	APP CRS 045°	Rwy Idg TDZE Apt Elev	N/A N/A 584
--	------------------------	-----------------------------	--

MISSED APPROACH: Climb to 3000 via BNA VORTAC
045° radial to BETHI/ 25 DME and hold.

UNICOM
123.05 (CTAF) **L**



LOC I-GCY	APP CRS	Rwy Idg	6302
108.5	051°	TDZE	1604
		Apt Elev	1608

LOC RWY 5

GREENEVILLE-GREENE COUNTY MUNI (GCY)

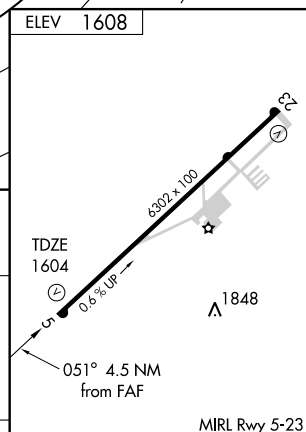
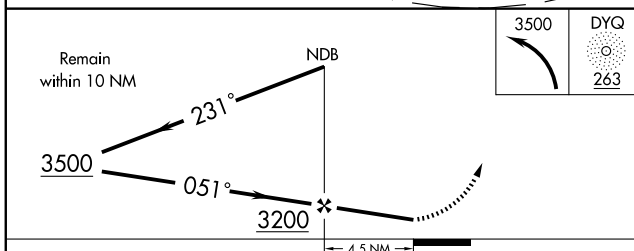
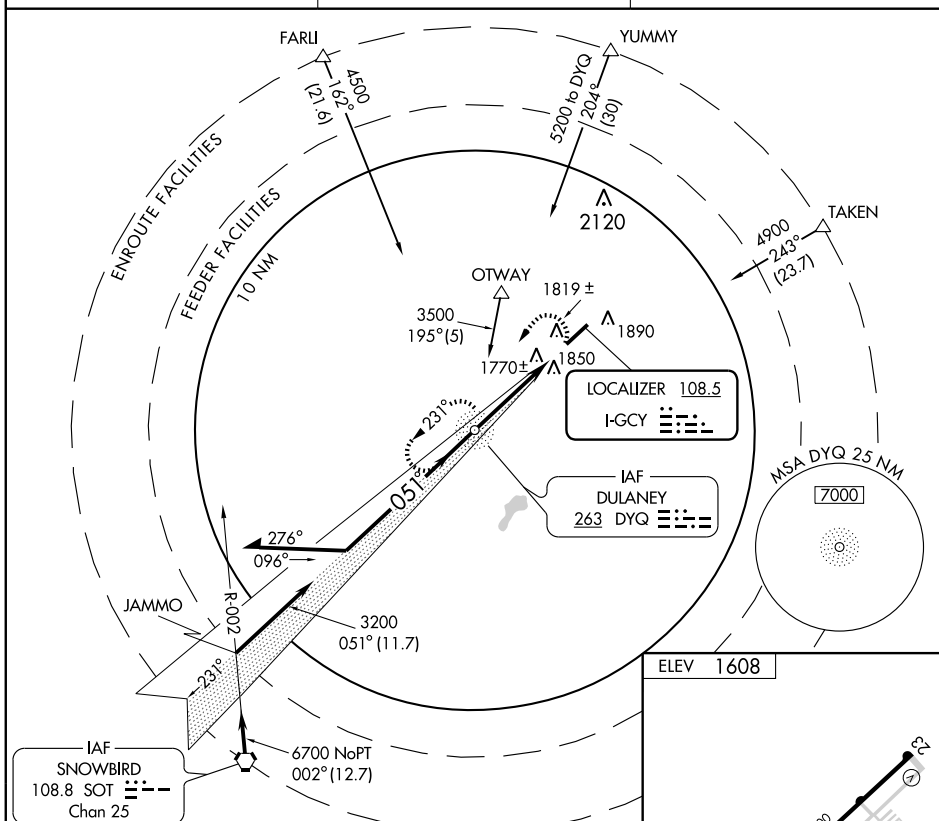
V If local altimeter not received use Tri-Cities Rgnl altimeter setting and increase all MDAs 120 feet.
NA ADF REQUIRED

MISSED APPROACH: Climbing left turn to 3500 direct DYQ
 NDB and hold.

AWOS-3
128.425

TRI-CITY APP CON ★
119.25 317.5

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D	REIL Rwy's 5 and 23					
S-5	2020-1	416 (500-1)	2020-1¼	416 (500-1¼)	FAF to MAP 4.5 NM					
CIRCLING	2260-1	652 (700-1)	2260-1¾	2260-2	Knots	60	90	120	150	180
			652 (700-1¾)	652 (700-2)	Min:Sec	4:30	3:00	2:15	1:48	1:30

MIRL Rwy 5-23
 REIL Rwys 5 and 23

NDB DYQ	APP CRS	Rwy Idg	6302
<u>263</u>	051°	TDZE	1604
		Apt Elev	1608

NDB or GPS RWY 5

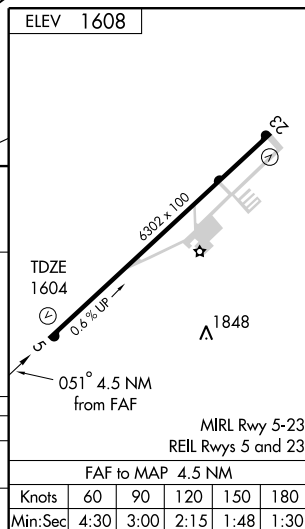
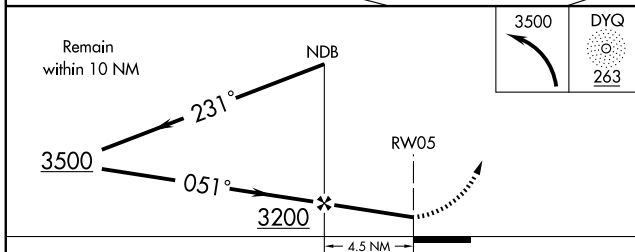
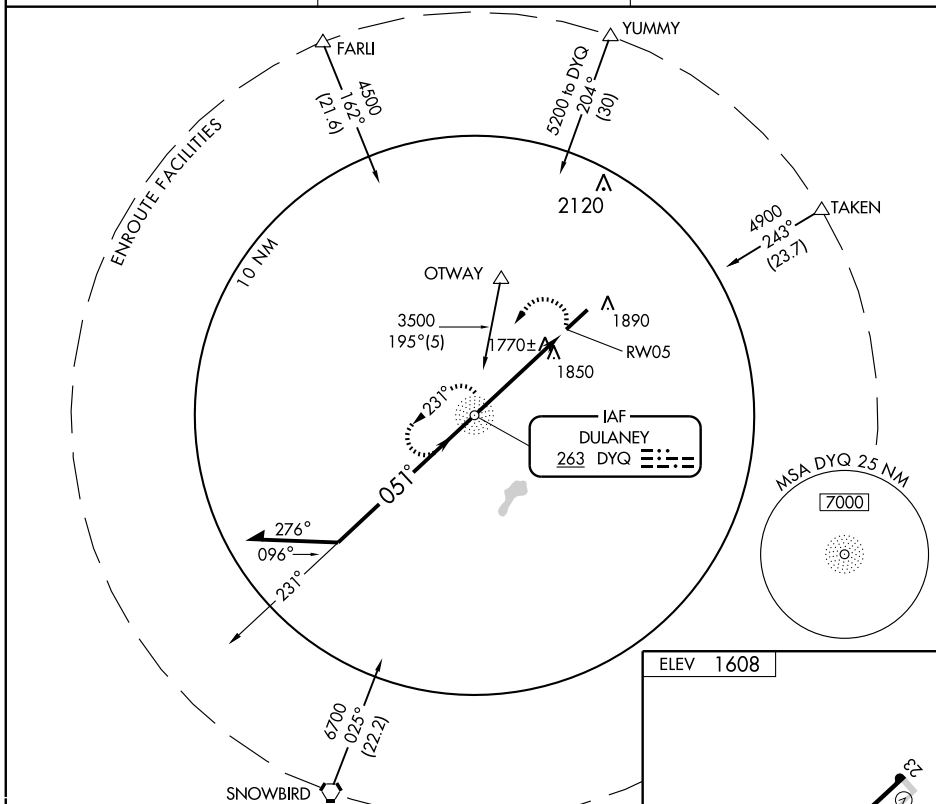
T If local altimeter not received use Tri-Cities Rgnl
A NA altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 3500 direct DYQ NDB and hold.

AWOS-3
128.425

TRI-CITY APP CON★
119.25 317.5

UNICOM
122.7 (CTAF)



NDB RWY 2

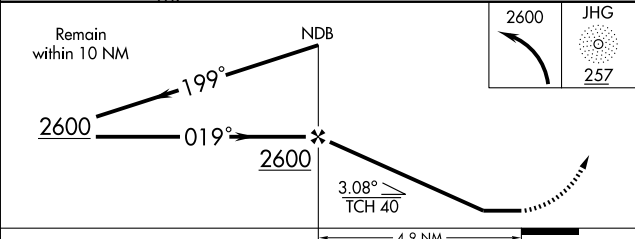
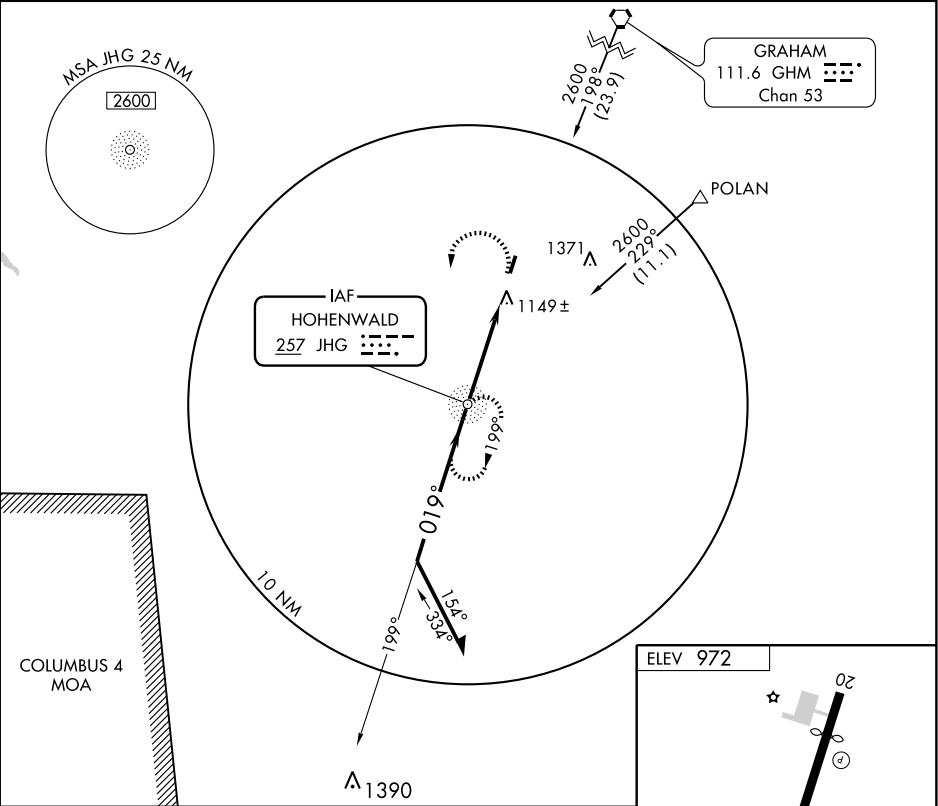
HOHENWALD/JOHN A BAKER FIELD (0M3)

NDB JHG	APP CRS	Rwy Idg	4000
257	019°	TDZE	966
		Apt Elev	972

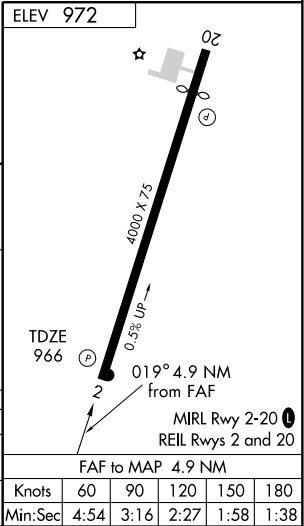
NA Use Lawrenceburg-Lawrence County alimeter setting.

MISSED APPROACH: Climbing left turn to 2600 direct JHG NDB and hold.

LAWRENCEBURG AWOS-3	MEMPHIS CENTER	UNICOM
120.175	125.85 379.25	122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-2	1520-1	554 (600-1)	1520-1½ 554 (600-1½)	NA
CIRCLING	1520-1	548 (600-1)	1520-1½ 548 (600-1½)	NA



APP CRS	Rwy Idg	4000
019°	TDZE	966
	Apt Elev	972

RNAV (GPS) RWY 2

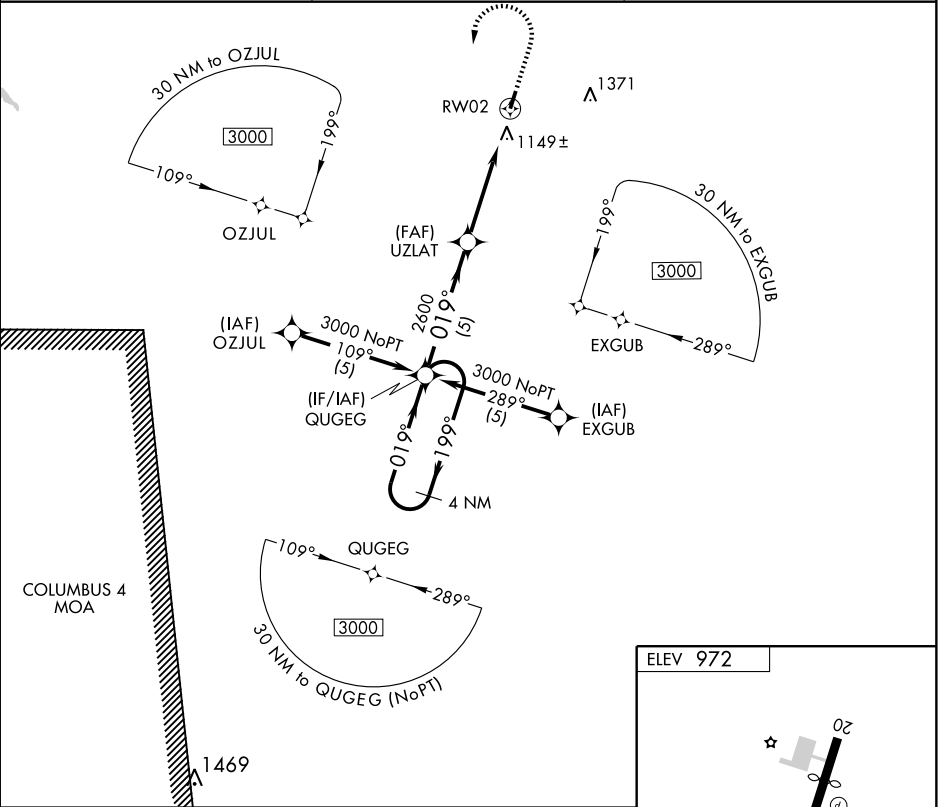
HOHENWALD/ JOHN A. BAKER FIELD (0M3)

▲ NA

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Use Lawrenceburg-Lawrence County altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct QUGEG WP and hold.

LAWRENCEBURG AWOS-3 120.175	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) 0
--------------------------------	---------------------------------	--------------------------



4 NM Holding Pattern

QUGEG

2000 3000 QUGEG

3000 ← 199° 019° → 019°

UZLAT

2600

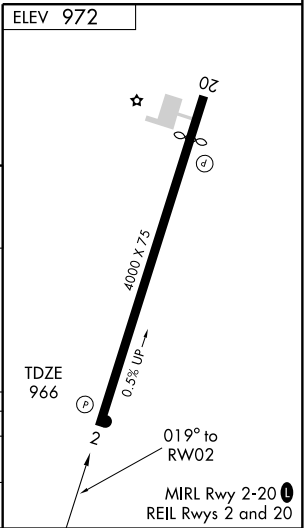
3.03° TCH 40

RW02

5 NM 5 NM

VGSI and descent angle not coincident.

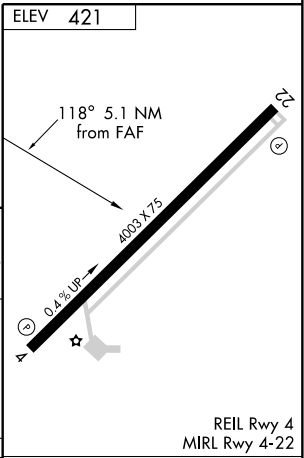
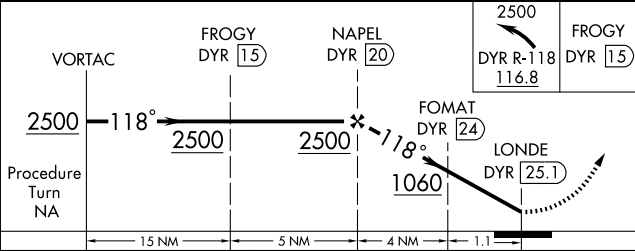
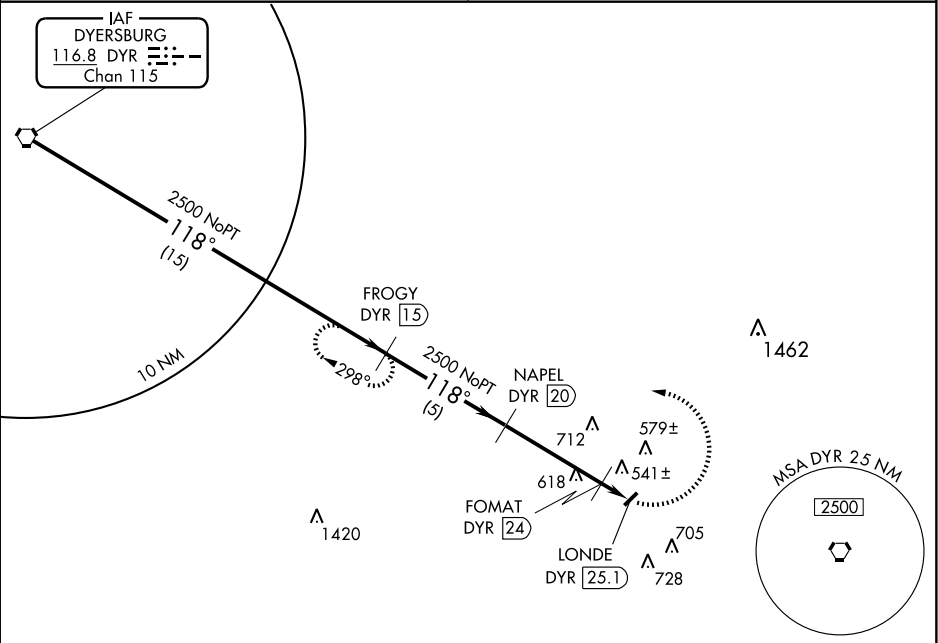
CATEGORY	A	B	C	D
RNAV	1480-1 514 (600-1)	1480-1½ 514 (600-1½)	1480-1½ 514 (600-1½)	NA
CIRCLING	1520-1 548 (600-1)	1520-1½ 548 (600-1½)	1520-1½ 548 (600-1½)	NA



VORTAC DYR 116.8 Chan 115	APP CRS 118°	Rwy Idg TDZE Apt Elev N/A N/A 421
---	------------------------	---

VOR/DME-A
HUMBOLDT MUNI (M53)

<div><div><div>▼</div><div>▲ NA</div></div><div>Use Jackson altimeter setting.</div></div> <div>MEMPHIS CENTER 134.65 316.15</div>	<div>MISSED APPROACH: Climbing left turn to 2500 via DYR R-118 to FROGY 15 DME and hold.</div> <div>UNICOM 122.8 (CTAF)</div>
---	--



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	900-1 479 (500-1)	920-1¼ 499 (500-1¼)	920-1½ 499 (500-1½)	1060-2 639 (700-2)	Min:Sec					

GPS RWY 19

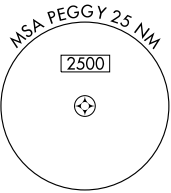
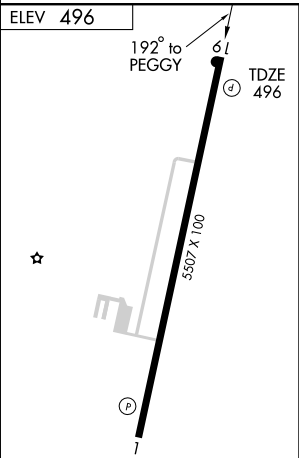
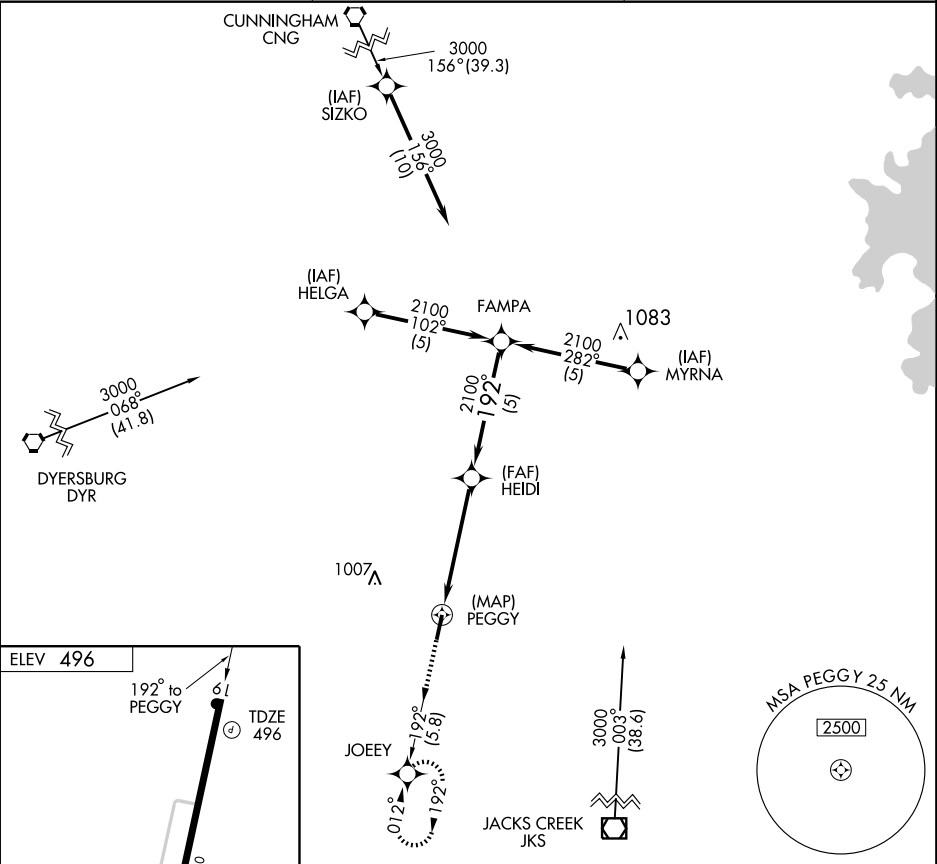
HUNTINGDON/CARROLL COUNTY (HZD)

APP CRS	Rwy Idg	5507
192°	TDZE	496
	Apt Elev	496

If local altimeter setting not received, use Jackson, TN altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 via 192° course to JOEY WP and hold.

AWOS-3 133.275	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
-------------------	---------------------------------	------------------------



 2000 CRS 192°		 2100		 2100	
		192°		Procedure Turn NA	
5 NM		5 NM			
CATEGORY	A	B	C	D	
S-19	1000-1	504 (600-1)	1000-1½	504 (600-1½)	
CIRCLING	1000-1	504 (600-1)	1000-1½ 504 (600-1½)	1060-2 564 (600-2)	

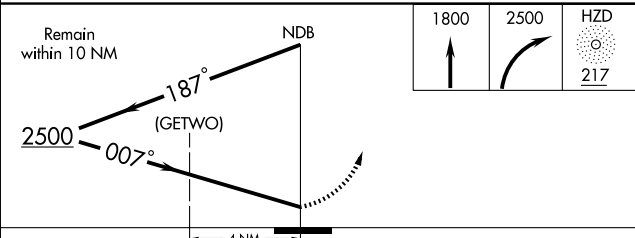
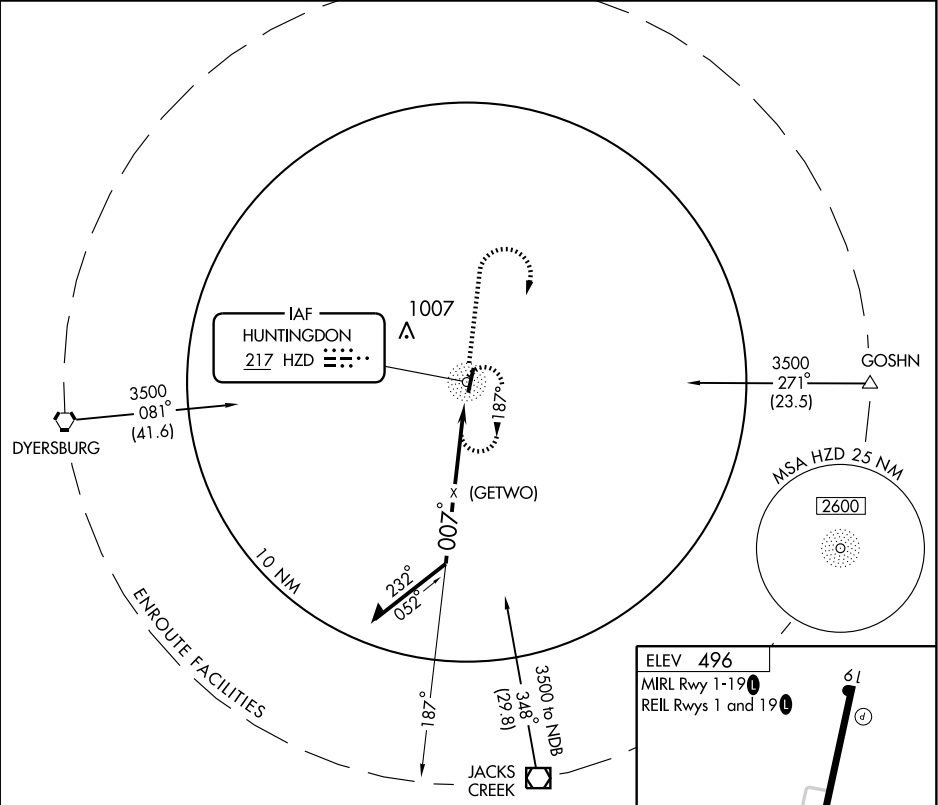
MRL Rwy 1-19
REIL Rws 1 and 19

NDB HZD 217	APP CRS 007°	Rwy Idg TDZE Apt Elev	5507 493 496
-----------------------	------------------------	-----------------------------	---

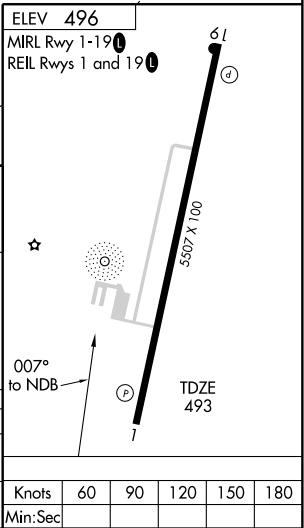
NDB or GPS RWY 1
HUNTINGDON/CARROLL COUNTY (HZD)

NA	If local altimeter setting not received, use Jackson altimeter setting and increase all MDA's 100 feet.	MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct HZD NDB and hold.
----	---	--

AWOS-3 133.275	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF) 0
--------------------------	--	---------------------------------



CATEGORY	A	B	C	D
S-1	1200-1 707 (800-1)		1200-2 707 (800-2)	1200-2 1/4 707 (800-2 1/4)
CIRCLING	1200-1 704 (800-1)		1200-2 704 (800-2)	1200-2 1/4 704 (800-2 1/4)



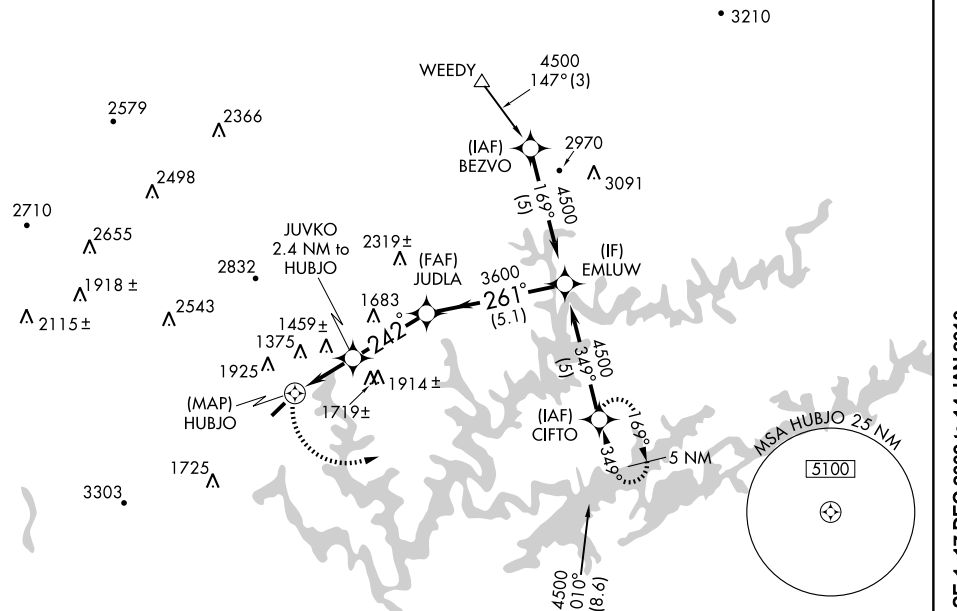
▼

▲ NA

DME/DME RNP-0.3 NA. Circling NA at night.
VDP NA when using McGhee-Tyson altimeter setting.
If local altimeter setting not received, use McGhee-Tyson
altimeter setting and increase all MDAs 120 feet.
Circling NA Northwest of Rwys 5 and 23.

MISSED APPROACH: Climbing left turn to
4500 direct CFTO and hold, continue
climb-in-hold to 4500.

AWOS-3 124.975	ATLANTA CENTER 133.6 254.3	GCO 121.725	UNICOM 122.8 (CTAF)
-------------------	-------------------------------	----------------	------------------------



ELEV 1180

TDZE 1180

1.2% UP 4000 x 75

4500	CFTO
JUDLA EMLUW	
JUVKO 2.4 NM to HUBJO 2360 242° 3600 261° 4500	
0.8 NM to HUBJO 2360	
HUBJO	
0.5 0.8 1.6 NM 3.1 NM 5.1 NM	
CATEGORY	A B C D
LNAV MDA	1720-1 540 (600-1) NA
CIRCLING	1800-1 1840-1 NA
	620 (700-1) 660 (700-1) NA

MIRL Rwy 5-23
REIL Rws 5 and 23

SE-1, 17 DEC 2009 to 14 JAN 2010

AIRPORT DIAGRAM

AL-5062 (FAA)

JACKSON/McKELLAR-SIPES RGNL (MKL)

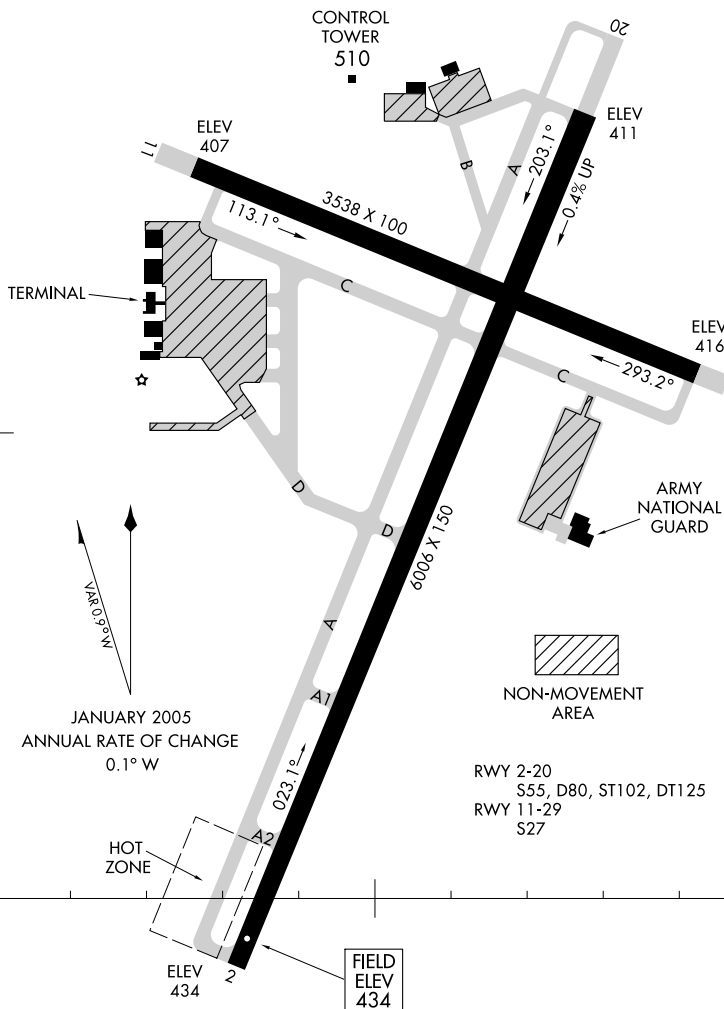
JACKSON, TENNESSEE

JACKSON TOWER★

127.15 249.95

GND CON

120.9



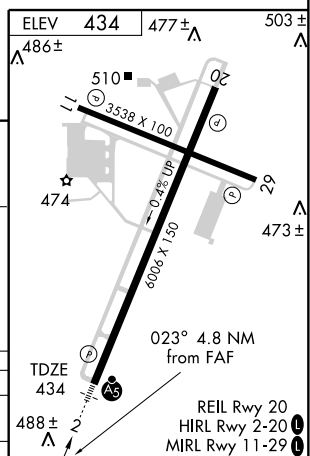
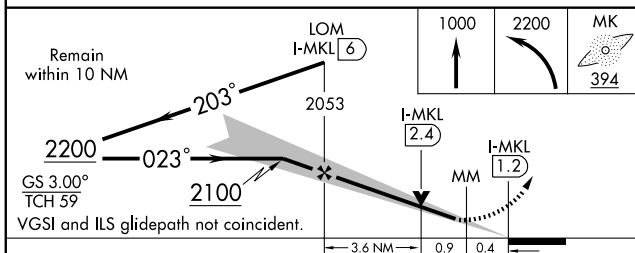
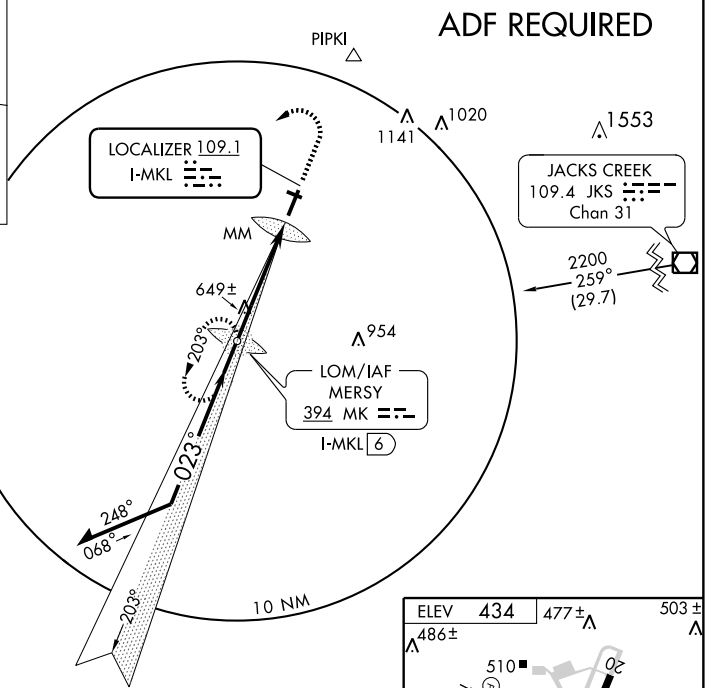
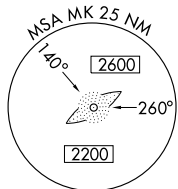
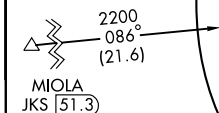
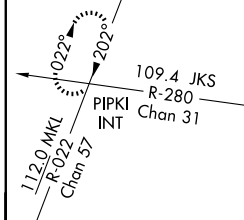
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ILS or LOC RWY 2

JACKSON/MCKELLAR-SIPES RGNL (MKL)

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct MK LOM and hold.

ALTERNATE MISSED APCH FIX

CATEGORY	A	B	C	D
S-ILS 2	634-½ 200 (200-½)			
S-LOC 2	900-½ 466 (500-½)		900-¾ 466 (500-¾)	900-1 466 (500-1)
CIRCLING	900-1 466 (500-1)		900-1½ 466 (500-1½)	1000-2 566 (600-2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

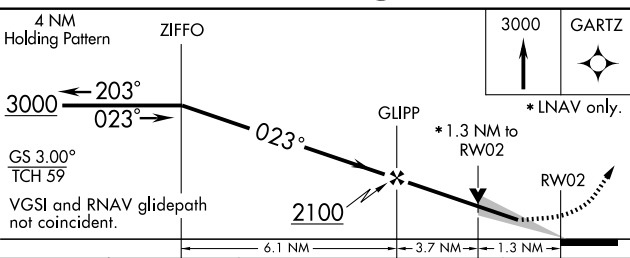
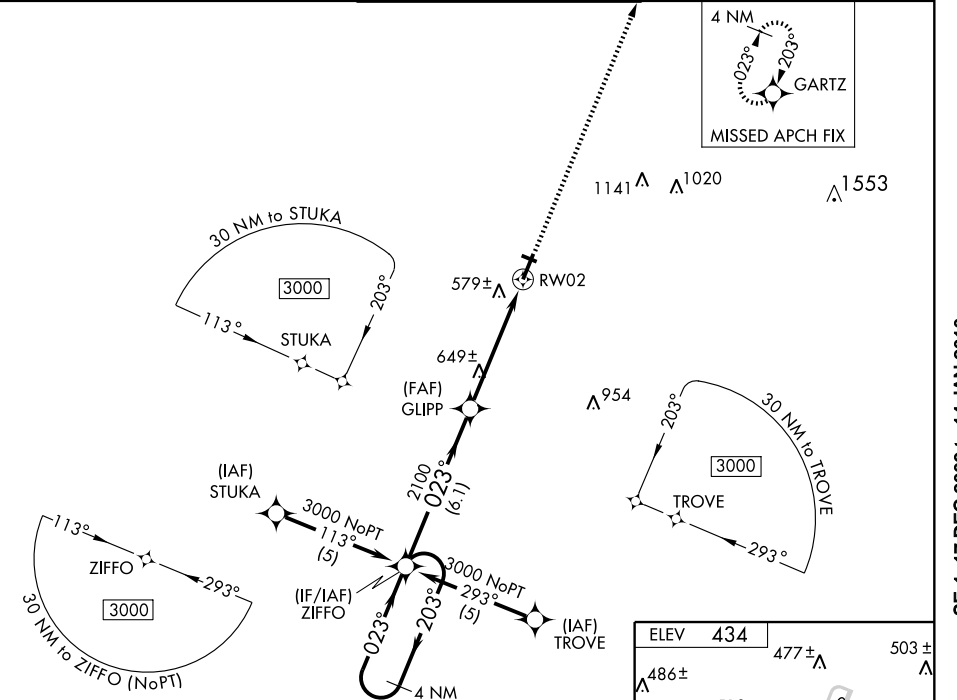
WAAS CH 93511 W02A	APP CRS 023°	Rwy Idg 6006 TDZE 434 Apt Elev 434
--	------------------------	---

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; increase LNAV/VNAV all Cats. visibility ½ mile, and LNAV Cat. C and D visibility ¼ mile. For inoperative MALSR when using Dyersburg altimeter setting, increase LPV all Cats. visibility to 1 mile. VDP and Baro-VNAV NA when using Dyersburg altimeter setting.

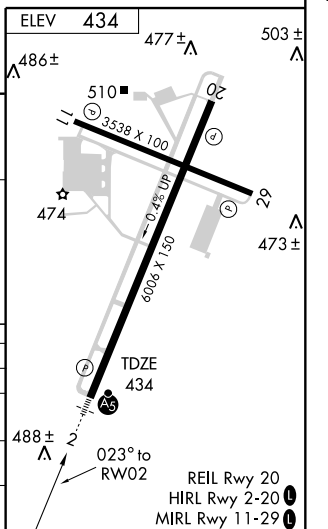
MALSR

MISSED APPROACH: Climb to 3000 direct GARTZ and hold.

ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 0 249.95	GND CON 120.9	UNICOM 122.95
------------------------	--	--	-------------------------	-------------------------



CATEGORY	A	B	C	D
LPV DA	634-½		200 (200-½)	
LNAV/VNAV DA	887-1		453 (500-1)	
LNAV MDA	900-½ 466 (500-½)		900-¾ 466 (500-¾)	900-1 466 (500-1)
CIRCLING	900-1 466 (500-1)		900-1½ 466 (500-1½)	1000-2 566 (600-2)



SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS CH 40312 W20A	APP CRS 203°	Rwy Idg 6006 TDZE 418 Apt Elev 434
--	------------------------	---

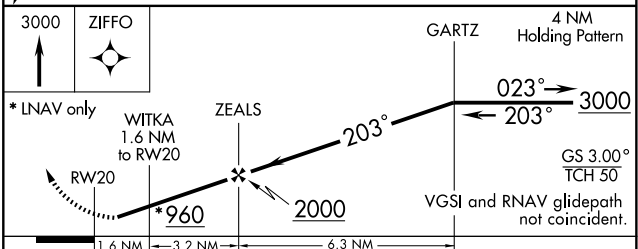
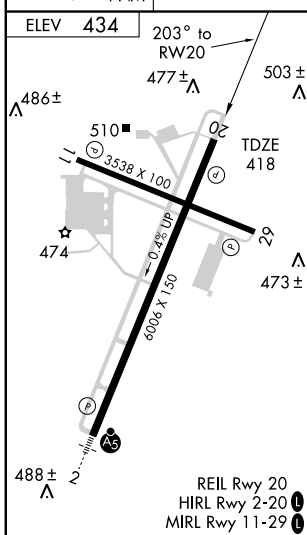
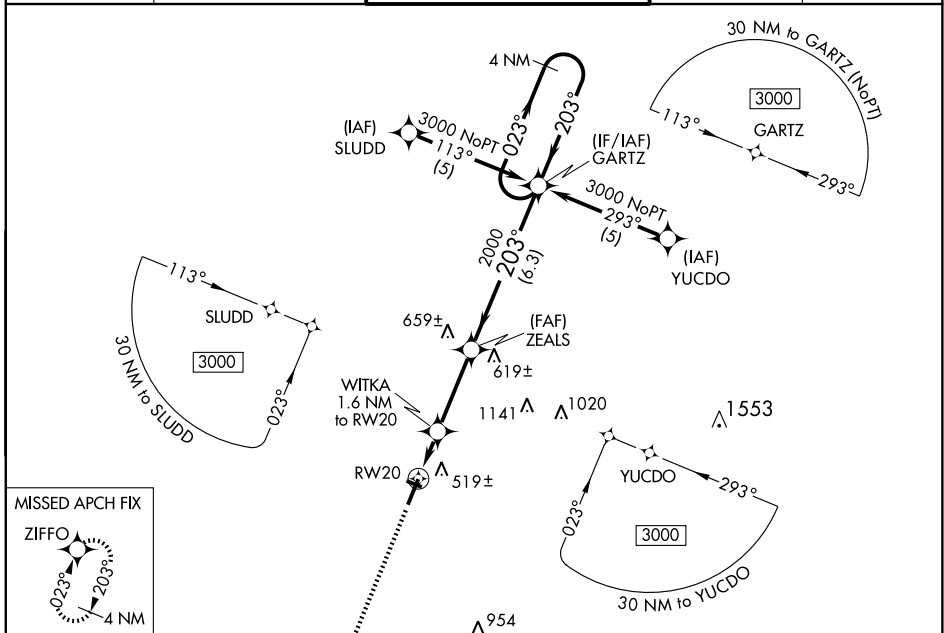
RNAV (GPS) RWY 20

JACKSON/MCKELLAR-SIPES RGNL (MKL)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; and increase LPV all Cats. visibility ½ mile, LNAV/VNAV ¼ mile, LNAV Cat. C and D ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
ZIFFO and hold.

ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 0 249.95	GND CON 120.9	UNICOM 122.95
------------------------	--	--	-------------------------	-------------------------



CATEGORY		A	B	C	D
LPV	DA	710-1 292 (300-1)			
LNAV/ VNAV	DA	818-1½ 400 (400-1½)			
LNAV	MDA	780-1 362 (400-1)			780-1¼ 362 (400-1¼)
CIRCLING		880-1 446 (500-1)	900-1 466 (500-1)	900-1½ 466 (500-1½)	1000-2 566 (600-2)

VOR/DME MKL	APP CRS	Rwy Idg	6006
112.0	028°	TDZE	434
Chan 57		Apt Elev	434

VOR RWY 2

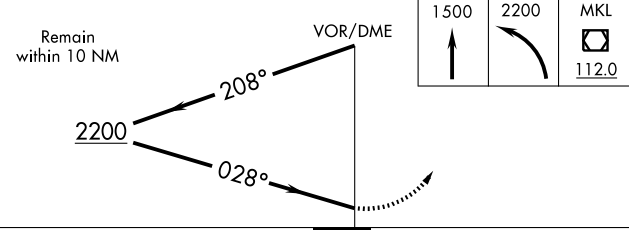
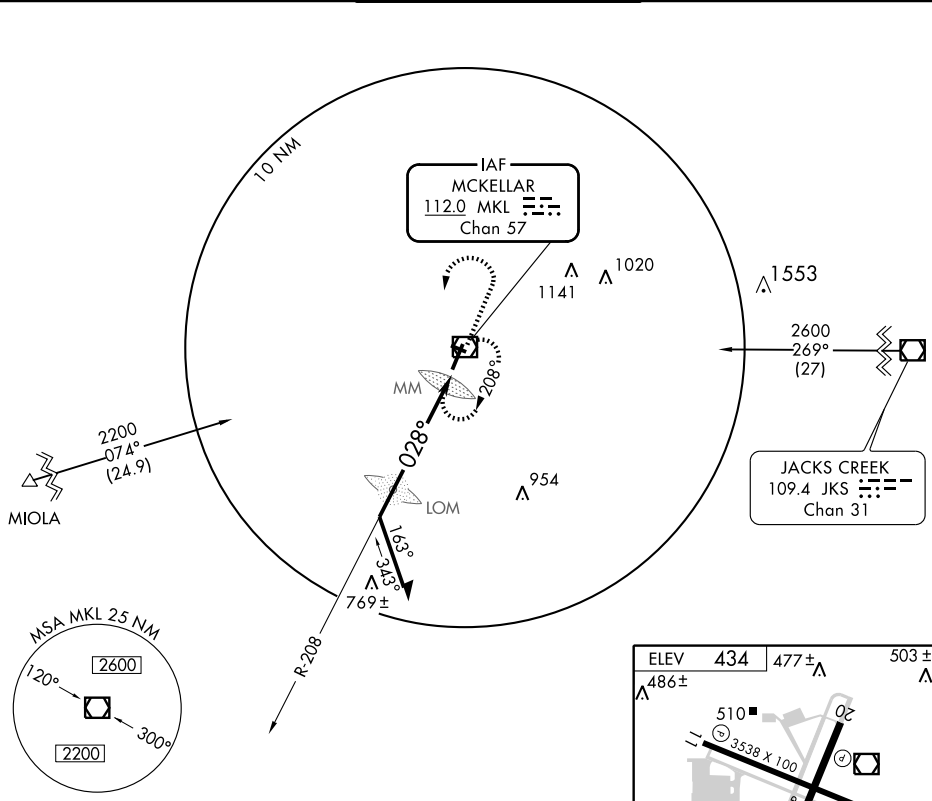
JACKSON/MCKELLAR-SIPES RGNL (MKL)

When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDA 100 feet; increase S-2 Cat. B visibility ¼ mile, and Cat. C and D visibility ½ mile.

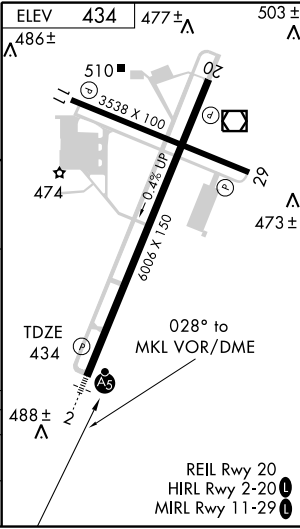
MALSRL

MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 direct MKL VOR/DME and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) 0 249.95	120.9	122.95



CATEGORY	A	B	C	D
S-2	1080-½ 646 (700-½)		1080-1¼ 646 (700-1¼)	1080-1½ 646 (700-1½)
CIRCLING	1080-1 646 (700-1)		1080-1¾ 646 (700-1¾)	1080-2 646 (700-2)



VORTAC LVT 108.4 Chan 21	APP CRS 145°	Rwy Idg TDZE Apt Elev	N/A N/A 1694
--	------------------------	-----------------------------	---

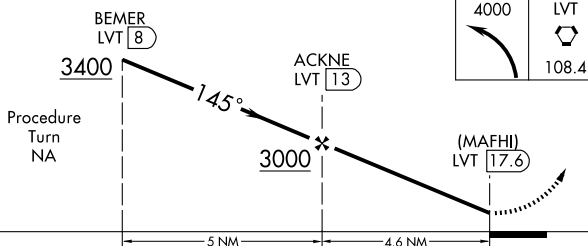
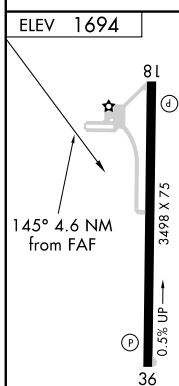
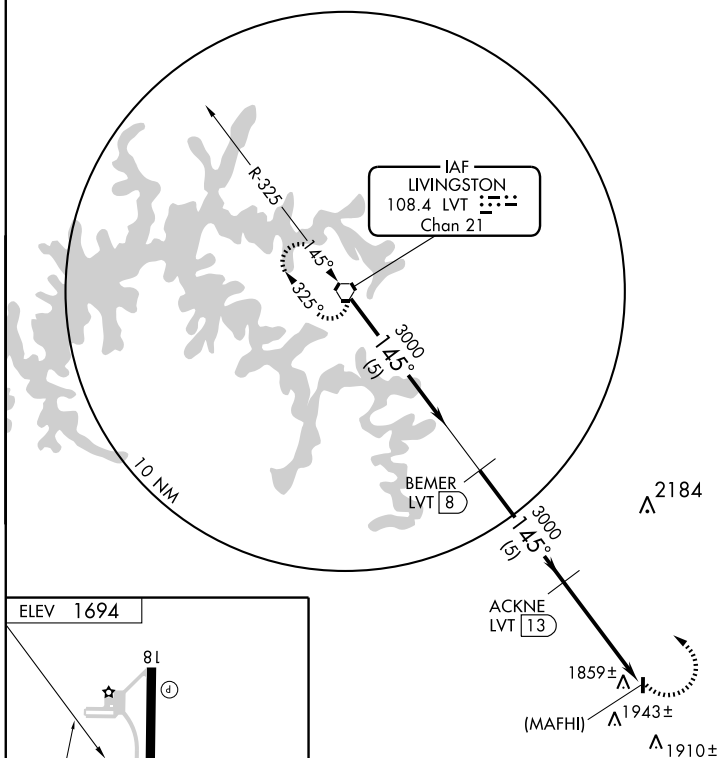
VOR/DME or GPS-A
JAMESTOWN MUNI (2A1)

T Obtain local altimeter setting on UNICOM 122.8;
A NA when not available, procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 direct to LVT VORTAC and hold.

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF) **L**



HIRL Rwy 18-36 **L**
REIL Rwy 18 and 36 **L**

▼

▲ NA

Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting.

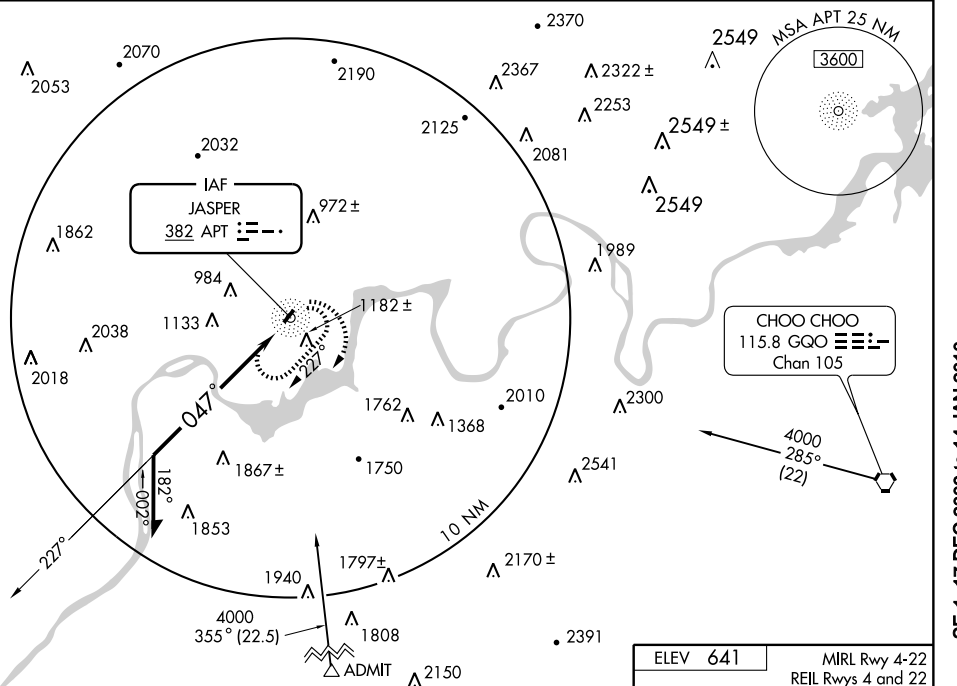
MISSED APPROACH: Climbing right turn to 3600 in APT NDB holding pattern.

CHATTANOOGA APP CON★

119.2 323.075

UNICOM

122.8 (CTAF)



Remain within 10 NM

3600

227°

047°

NDB

3600

APT 382

CATEGORY	A	B	C	D
S-4	2280-1¼ 1639 (1700-1¼)	2280-1½ 1639 (1700-1½)	2280-3 1639 (1700-3)	NA
CIRCLING	2280-1¼ 1639 (1700-1¼)	2280-1½ 1639 (1700-1½)	2280-3 1639 (1700-3)	NA

CHATTANOOGA ALTIMETER SETTING MINIMUMS

S-4	2320-1¼ 1679 (1700-1¼)	2320-1½ 1679 (1700-1½)	2320-3 1679 (1700-3)	NA
CIRCLING	2320-1¼ 1679 (1700-1¼)	2320-1½ 1679 (1700-1½)	2320-3 1679 (1700-3)	NA

ELEV 641

MIRL Rwy 4-22

REIL Rwys 4 and 22

TDZE 641

3500x75

047° to NDB

Knots

60 90 120 150 180

Min:Sec

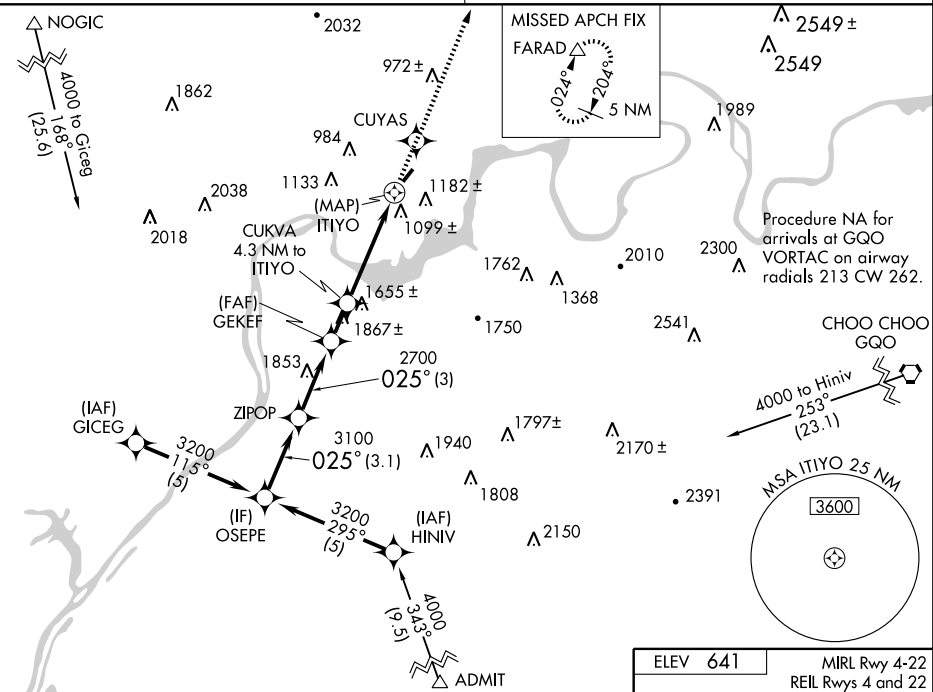
SE-1.17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3500
025°	TDZE	641
	Apt Elev	641

Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting. VDP NA with Chattanooga altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct CUYAS and via 024° track to FARAD and hold.

CHATTANOOGA APP CON★	UNICOM
119.2 323.075	122.8 (CTAF)



Procedure Turn NA	OSEPE		ZIPOP		GEKEF		4000 ↑		CUYAS ✦		TRK 024° ↗		FARAD △	
VGSI and descent angles not coincident.														
→ 3.1 NM → 3 NM → 1.5 NM → 2.5 NM → 1.8 → 0.5 →														
CATEGORY	A				B		C				D			
LNAV MDA	1500-1 859 (900-1)				1500-1¼ 859 (900-1¼)		1500-2½ 859 (900-2½)				NA			
CIRCLING	1560-1¼ 919 (1000-1¼)				1840-1½ 1199 (1200-1½)		1860-3 1219 (1300-3)				NA			
CHATTANOOGA ALTIMETER SETTING MINIMUMS														
LNAV MDA	1540-1¼ 899 (900-1¼)				1540-2¾ 899 (900-2¾)				NA					
CIRCLING	1620-1¼ 979 (1000-1¼)				1900-1½ 1259 (1300-1½)				1920-3 1279 (1300-3)				NA	

ELEV 641

MIRL Rwy 4-22
REIL Rwys 4 and 22

TDZE 641

SE-1, 17 DEC 2009 to 14 JAN 2010

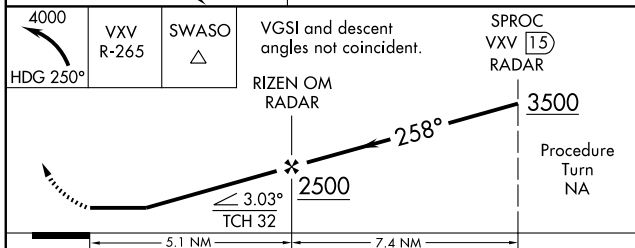
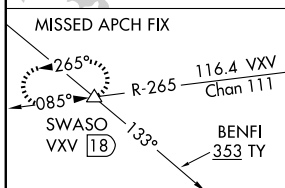
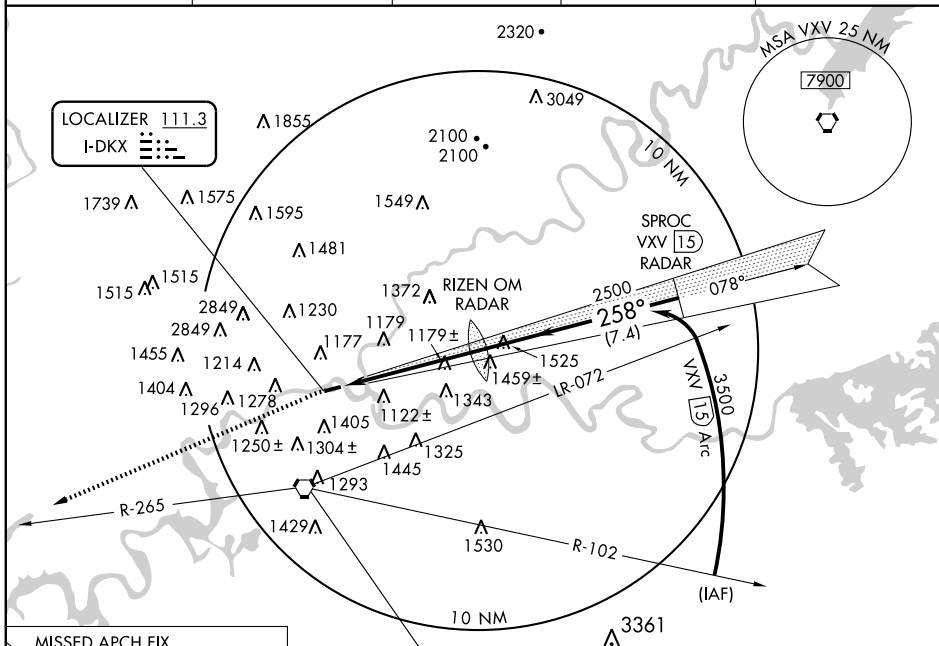
LOC I-DKX 111.3	APP CRS 258°	Rwy Idg TDZE Apt Elev	3499 833 833
---------------------------	------------------------	-----------------------------	---

LOC RWY 26

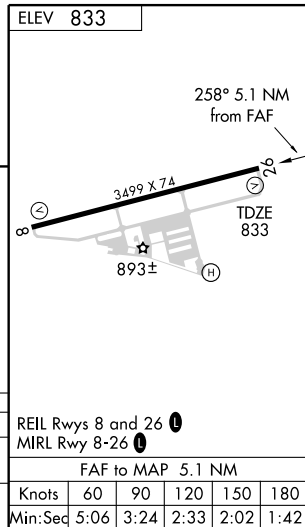
KNOXVILLE DOWNTOWN ISLAND (DKX)

<p>▼ DME or RADAR REQUIRED. ▲ NA If local altimeter setting not received use Knoxville altimeter setting and increase all MDAs 40 feet.</p>	MISSED APPROACH: Climbing left turn to 4000 via heading 250° and VXV R-265 to SWASO INT and hold.
---	---

AWOS-3 125.375	KNOXVILLE APP CON 123.9 353.6	CLNC DEL 121.7	UNICOM 122.95	CTAF 126.6 ①
--------------------------	---	--------------------------	-------------------------	-------------------------------



CATEGORY	A	B	C	D
S-26	1500-1	667 (700-1)	1500-1 $\frac{3}{4}$ 667 (700-1 $\frac{3}{4}$)	NA
CIRCLING	1600-1 767 (800-1)	1740-1 $\frac{1}{4}$ 907 (1000-1 $\frac{1}{4}$)	1740-2 $\frac{3}{4}$ 907 (1000-2 $\frac{3}{4}$)	NA



REIL Rwy 8 and 26					
MIRL Rwy 8-26					
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

VORTAC VVX 116.4 Chan 111	APP CRS 199°	Rwy Idg 3499 TDZE N/A Apt Elev 833
---	------------------------	---

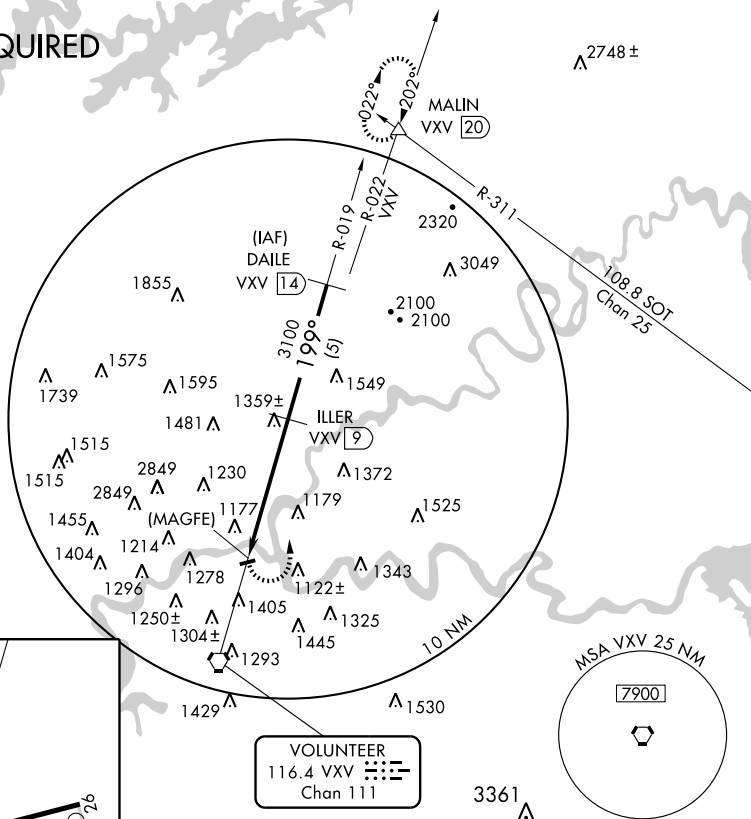
VOR/DME or GPS-B
KNOXVILLE DOWNTOWN ISLAND (DKX)

T If local altimeter setting not received use Knoxville
A altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 4500 via heading 360° and VXV R-022 to MALIN INT/VXV 20 DME and hold.

AWOS-3 125.375	KNOXVILLE APP CON 123.9 353.6	CLNC DEL 121.7	UNICOM 122.95	CTAF 126.6 0
--------------------------	---	--------------------------	-------------------------	------------------------

RADAR REQUIRED



SE-1. 17 DEC 2009 to 14 JAN 2010

ELEV	833
------	-----

199° 5.2 NM
from FAF

2199 X 74

893:

4500
HDG 360°

MALIN
^

DAILE
VXV 14

ILLER
VXV 9

(MAGFE)
VXV 38

4000

3100

CATEGORY	A	B	C	D
CIRCLING	1620-1 787 (800-1)	1740-1½ 907 (1000-1¼)	1740-2¾ 907 (1000-2¾)	NA

REIL Rwy 8 and 26 **L**
MIRL Rwy 8-26 **L**

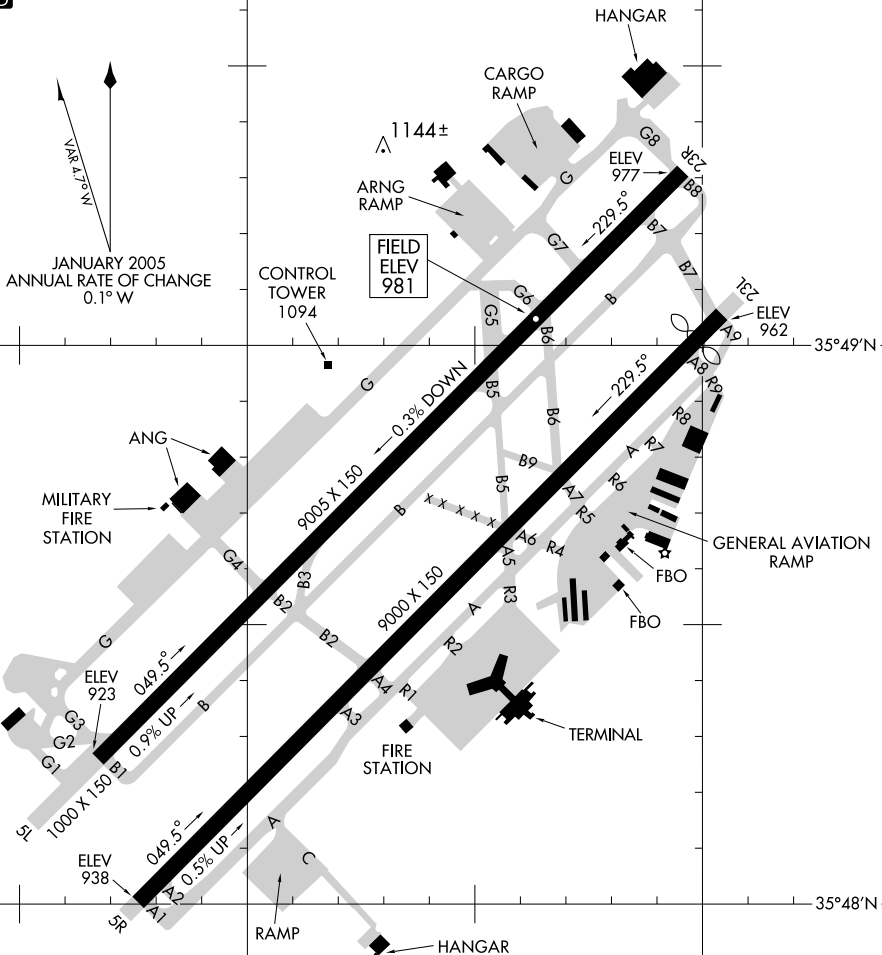
AIRPORT DIAGRAM

AL-218 (FAA)

KNOXVILLE/MCGHEE-TYSON (TYS)
KNOXVILLE, TENNESSEE

ATIS
128.35
KNOXVILLE TOWER
121.2 257.8
GND CON
121.9 348.6
CLNC DEL
121.65

D



CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.

RWY 5L-23R
S90, D200, ST175, DT350, DDT540
RWY 5R-23L
S75, D200, ST175, DT270

ELEV 981

TDZL Rwy 23R
REIL Rwy 5R and 23L
HIRL Rwy 5R-23L, 5L-23R

1139 Δ

1094 \blacksquare

1014 Δ

23R Δ

150' \times

1025 \star

1057 Δ

1068 Δ

TDZE 953

0.6% UP \nearrow

048° 5.3 NM from FAF

FAF to MAP 5.3 NM

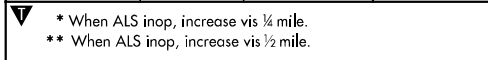
Knots	120	140	160	180	200
Min:Sec	2:39	2:16	1:59	1:46	1:35

SE-1, 17 DEC 2009 to 14 JAN 2010

LOC I-BUI <u>111.7</u>	APCH CRS 228°	Rwy Idg 9008 TDZE 981 Arpt Elev 981
----------------------------------	-------------------------	--

JAL-218 [USAF]

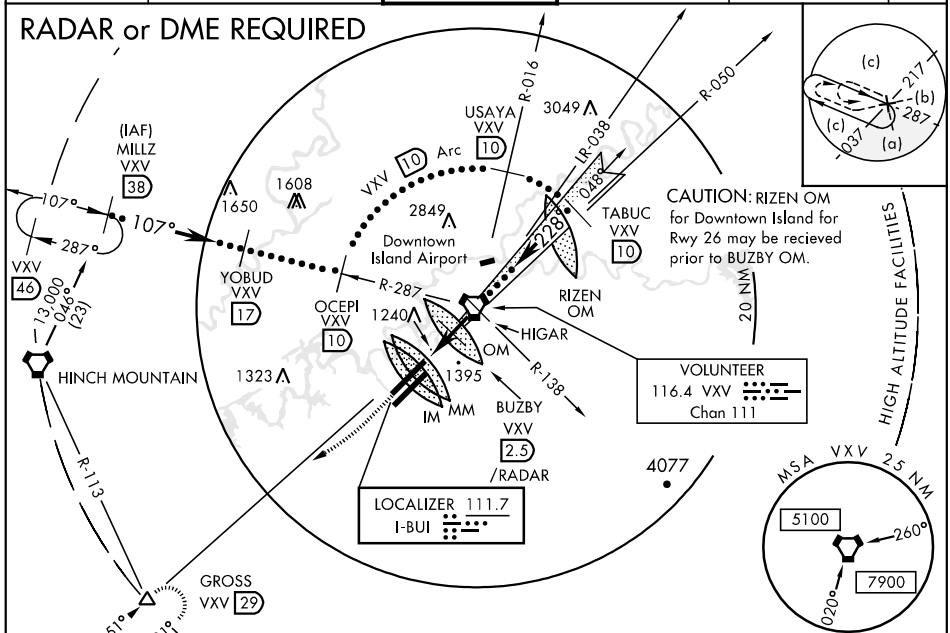
KNOXVILLE/ MCGHEE TYSON (KTYS)



MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via heading 240° to intercept VXX R-231 direct GROSS Int/29 DME and hold.

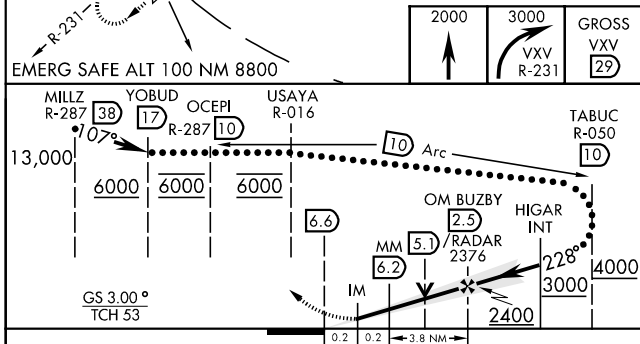
ATIS ★ 128.35	KNOXVILLE APP CON 118.0 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65	ASR
------------------	----------------------------------	--------------------------------	------------------------	--------------------	-----

RADAR or DME REQUIRED

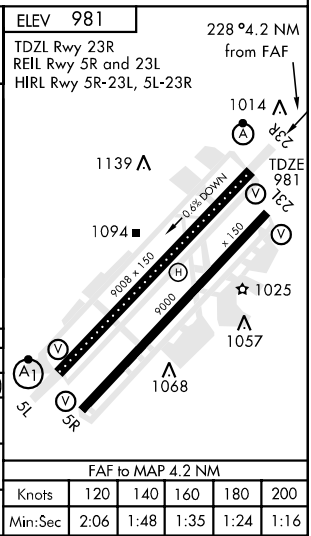


SE-1, 17 DEC 2009 to 14 JAN 2010

EMERG SAFE ALT 100 NM 8800



CATEGORY	C	D	E
S-ILS 23R*	1181/18	200 (200-½)	1181/24 200 (200-½)
S-LOC 23R**	1520/50 539 (600-1)	1520/60 539 (600-1¼)	1520-1½ 539 (600-1½)
CIRCLING	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)
S-ASR 23R	1520/50 539 (600-1)	1520/60 539 (600-1¼)	1520-1½ 539 (600-1½)



VORTAC VXV 116.4 Chan 111	APCH CRS 045°	Rwy Idg TDZE 9008 Arprt Elev 953 981
---------------------------------	------------------	---

JAL-218 [USAF]

KNOXVILLE/ McGHEE TYSON (KTYS)

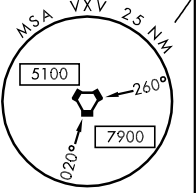
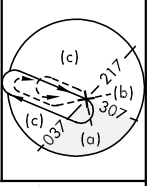
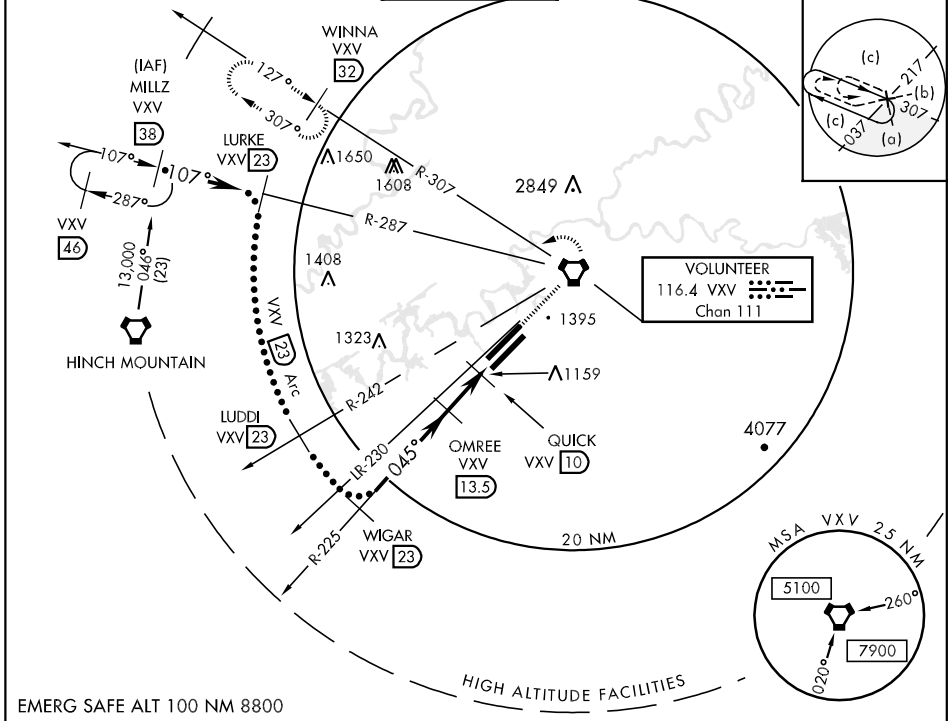
▼ * When ALS inop, increase CAT C vis to 1½ mile,
CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** When ALS inop, increase vis CAT E ½ mile.

ALSF-1

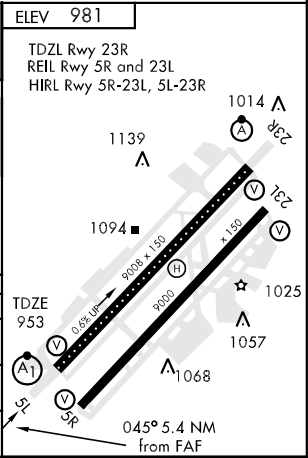


MISSED APPROACH: Climb to 6000 direct to VXV VORTAC.
At VXV VORTAC, turn left via VXV R-307 to WINNA INT
(VXV R-307/32 DME) and hold.

ATIS ★ 128.35	KNOXVILLE APP CON 118.0 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65	ASR
------------------	----------------------------------	--------------------------------	------------------------	--------------------	-----



CATEGORY	C	D	E
S-5L*	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)
CIRCLING	1540-1½ 559 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)
S-ASR 5L**	1420/40 467 (500-¾)	1420/50 467 (500-1)	1420/60 467 (500-1¼)



SE-1, 17 DEC 2009 to 14 JAN 2010

VORTAC VXV 116.4 Chan 111	APCH CRS 224°	Rwy Idg TDZE Arpt Elev 9008 981
---	-------------------------	---

JAL-218 [USAF]

KNOXVILLE/ McGHEE TYSON (KTYS)

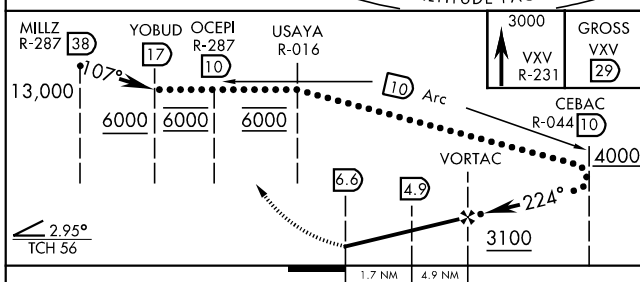
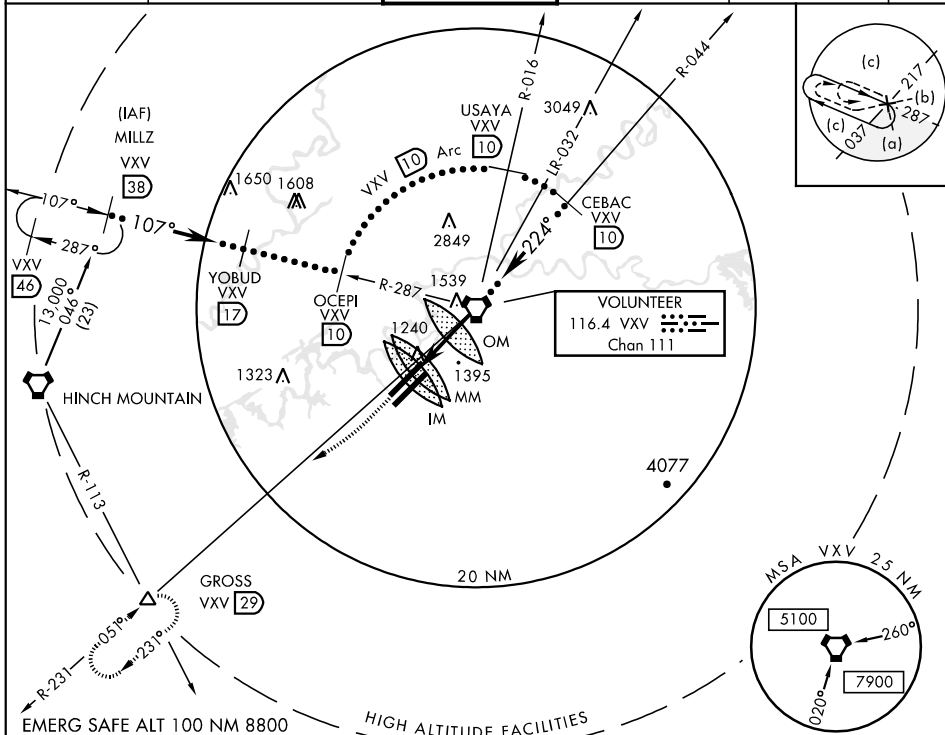
V	* When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
----------	--

ALSF-2



MISSED APPROACH: Climb to 3000 on VXV
VORTAC R-231 to GROSS Int/29 DME and hold.

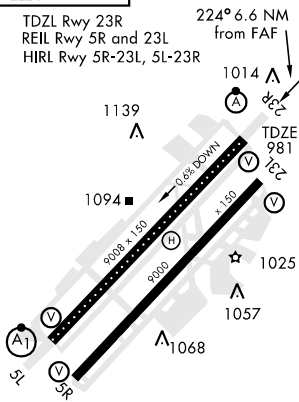
ATIS ★ 128.35	KNOXVILLE APP CON 118.0 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65	ASR
-------------------------	---	---------------------------------------	-------------------------------	---------------------------	-----



CATEGORY	C	D	E
S-23R*	1580/50 599 (600-1)	1580/60 599 (600-1½)	1580-1½ 599 (600-1½)
CIRCLING	1580-1½ 599 (600-1½)	1620-2 639 (700-2)	1900-3 919 (1000-3)
S-ASR 23R	1520/50 539 (600-1)	1520/60 539 (600-1½)	1520-1½ 539 (600-1½)

ELEV 981

TDZL Rwy 23R
REIL Rwy 5R and 23L
HIRL Rwy 5R-23L, 5L-23R

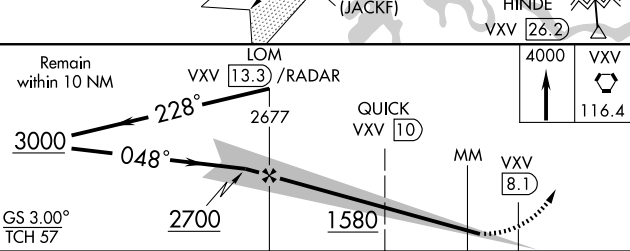
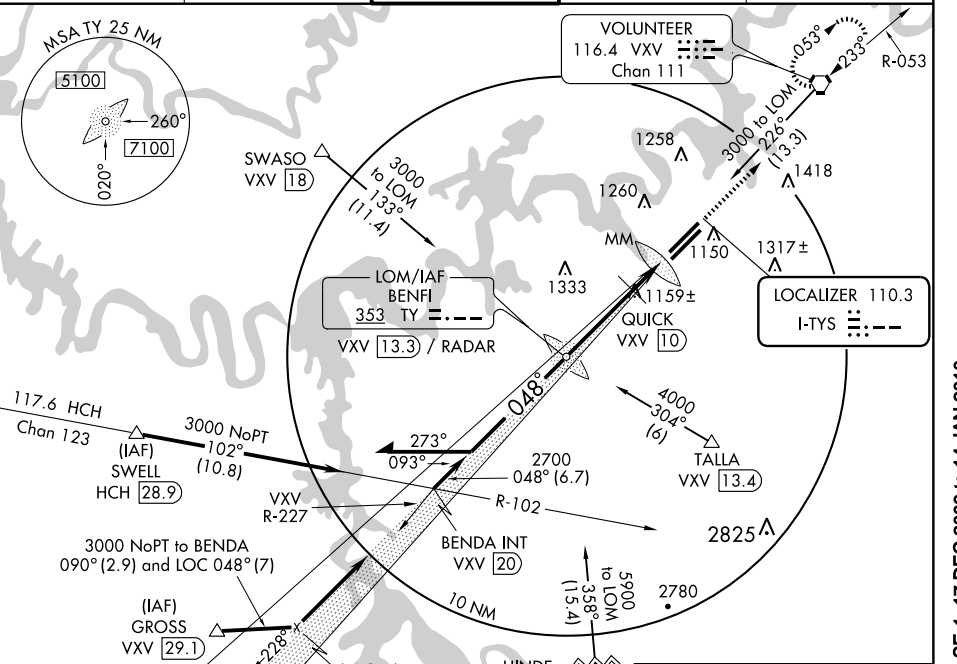


ASR

MALSR


MISSED APPROACH: Climb to 4000
direct VXV VORTAC and hold.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
-----------------------	---	---------------------------------------	-------------------------------	---------------------------



CATEGORY	A	B	C	D
S-ILS 5L		1153/18	200 (200-½)	
S-LOC 5L	1580/24	627 (600-½)	1580/60 627 (600-¼)	1580-1½ 627 (600-½)
CIRCLING	1580-1	599 (600-1)	1580-1¾ 599 (600-¼)	1620-2 639 (700-2)
QUICK FIX MINIMUMS				
S-LOC 5L	1420/24	467 (500-½)	1420/40 467 (500-¾)	1420/50 467 (500-1)
CIRCLING	1460-1 479 (500-1)	1520-1 539 (600-1)	1540-1½ 559 (600-½)	1620-2 639 (700-2)

ELEV 981



HIRL Rwy 5L-23R

HIRL Rwy 5R-23L

REIL Rwy 5R and 23L

TDZ/CL Rwy 5R, 5L and 23R

1144±

1094

0.3% DOWN

0.9% UP

0.5% UP

048° 5.3 NM from FAF

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-1, 17 DEC 2009 to 14 JAN 2010

LOC I-BUI	APP CRS	Rwy Idg	9005
<u>111.7</u>	228°	TDZE	981
		Apt Elev	981

ILS or LOC RWY 23R
KNOXVILLE/MCGHEE-TYSON (TYS)

ALSF-2

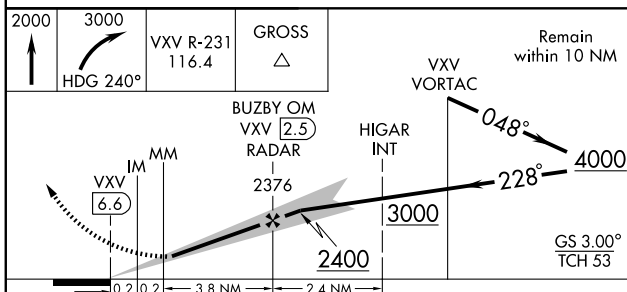
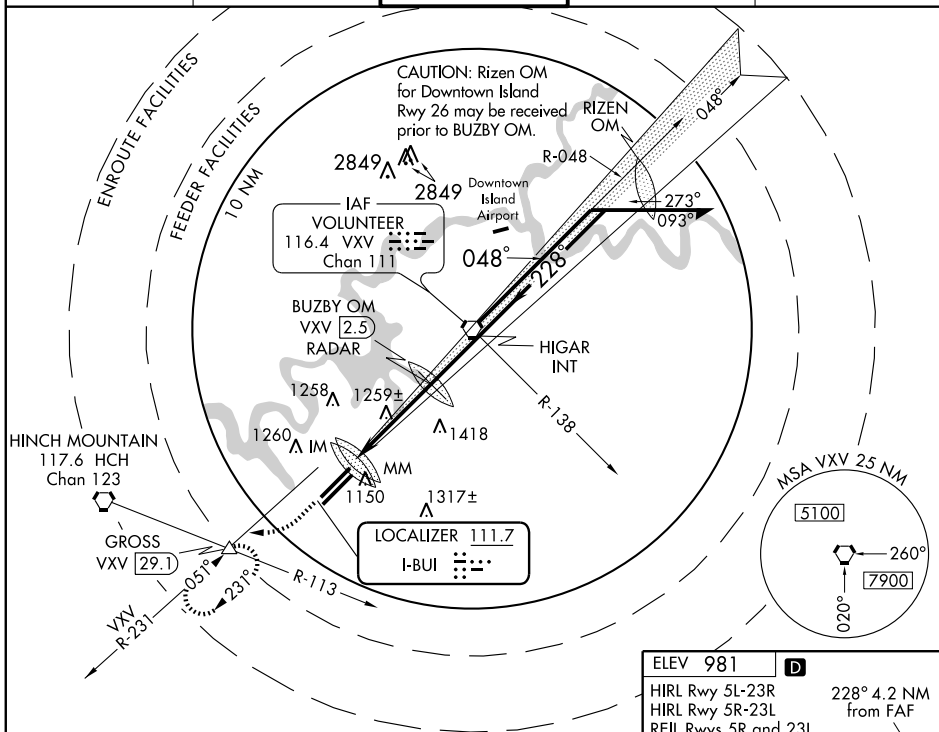
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via 240° heading and VXX VORTAC R-231 to GROSS Int/29.1 DME and hold.

ATIS
128.35

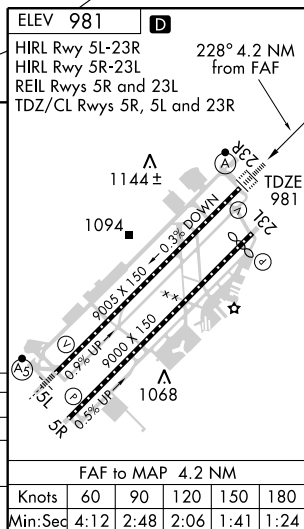
KNOXVILLE APP CON
123.9 360.8

KNOXVILLE TOWER
121.2 257.8

GND CON
121.9 348.6

CLNC DEL
121.65

CATEGORY	A	B	C	D
S-ILS 23R	1181/18		200 (200-½)	
S-LOC 23R	1520/24	539 (600-½)	1520/50 539 (600-1)	1520/60 539 (600-1¼)
CIRCLING	1520-1	539 (600-1)	1540-1½ 559 (600-1½)	1620-2 639 (700-2)



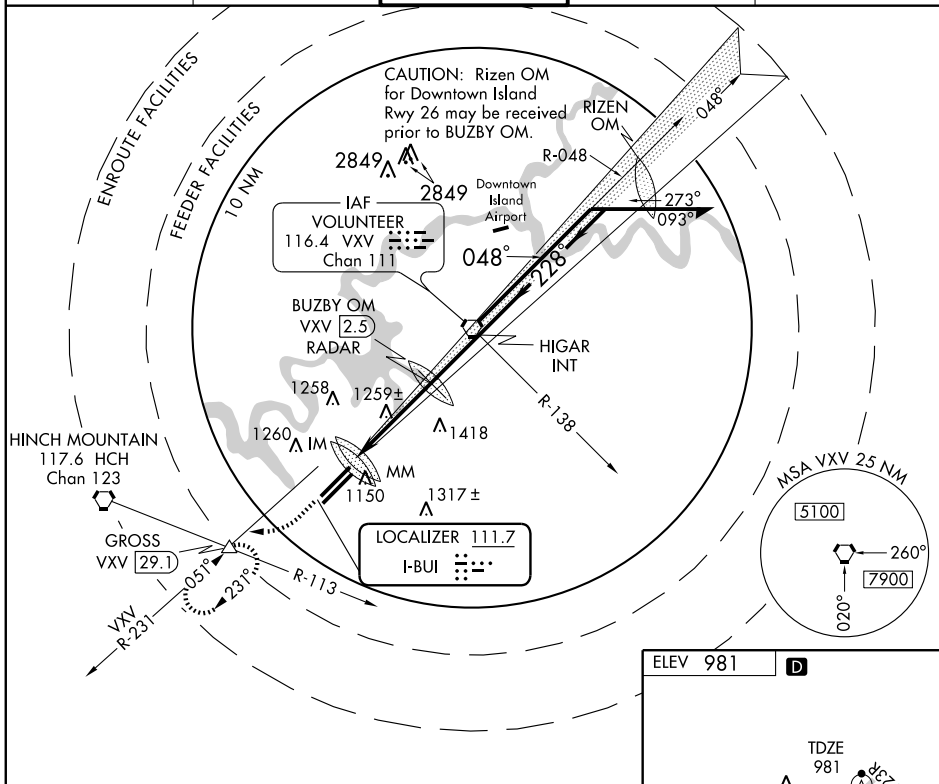
LOC I-BUI <u>111.7</u>	APP CRS 228°	Rwy Idg 9005 TDZE 981 Apt Elev 981
----------------------------------	------------------------	---

ILS RWY 23R (CAT II)
KNOXVILLE/MCGHEE-TYSON (TYS)

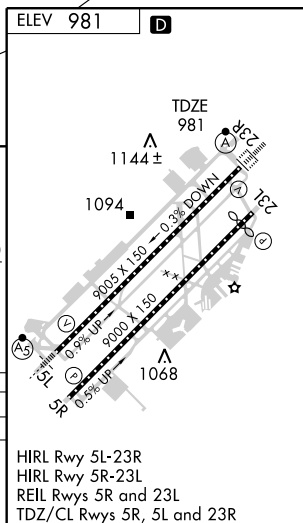


MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via 240° heading and VXX VORTAC R-231 to GROSS Int/29.1 DME and hold.

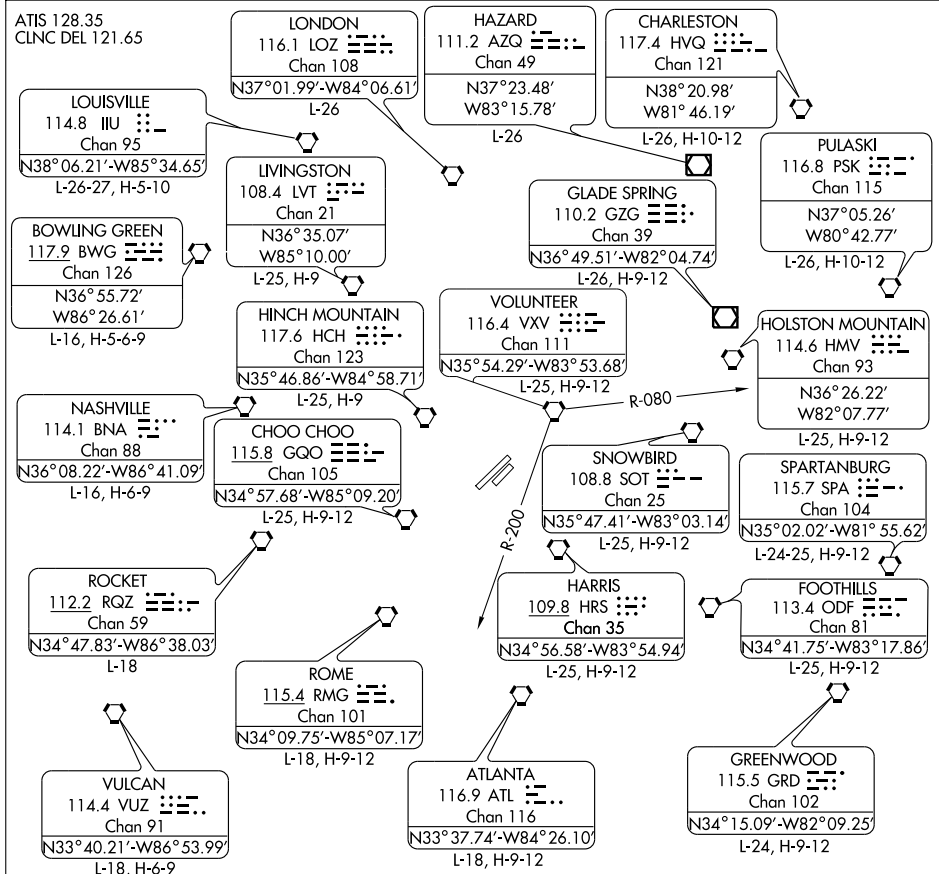
ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
-----------------------	---	---------------------------------------	-------------------------------	---------------------------



CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



KNOXVILLE FOUR DEPARTURE

KNOXVILLE/MCGHEE TYSON (TYS)
KNOXVILLE, TENNESSEE

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for vectors to filed route. Maintain 6,000 feet (or assigned lower altitude). Expect clearance to requested altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If filed route is between the VXV R-080 and the VXV R-200 and radio contact is not established with departure control prior to reaching 6,000 feet continue climb to 9,000 feet before turning on course.

WAAS CH 97410 W05B	APP CRS 048°	Rwy Idg TDZE 8600 Apt Elev 981
--	------------------------	--

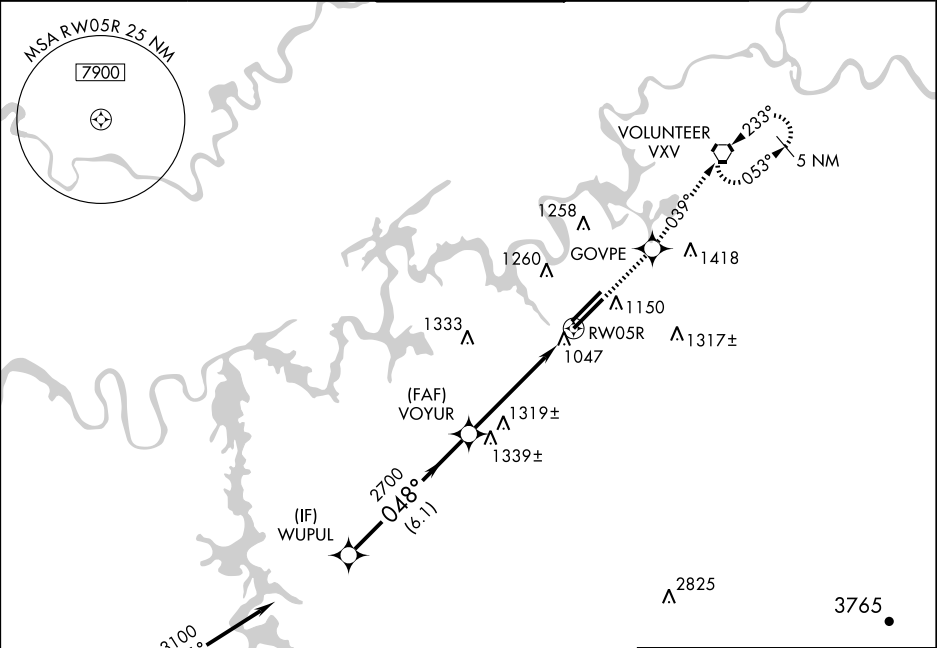
RNAV (GPS) RWY 5R

KNOXVILLE/MCGHEE-TYSON (TYS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below ASR -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct GOVPE and via 039° track to VXV VORTAC and hold, continue climb-in-hold to 4000.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
-----------------------	---	---------------------------------------	-------------------------------	---------------------------



Procedure Turn NA

WUPUL

3100

061°

2700

048°

VOYUR

4000

GOVPE




039° TRK

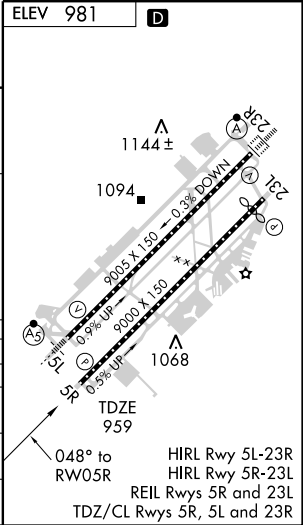
VXV

ELEV 981

D

Procedure NA for arrivals at GROSS via V115 Southwest bound.

Procedure Turn NA	WUPUL	VOYUR	4000 ↑	GOVPE 	039° TRK 	VXX 
GS 3.00° TCH 43	3100	2700	*LNAV only.			
	048°		*1.9 NM to RW05R			
	6.1 NM		3.4 NM		1.9 NM	
CATEGORY	A	B	C	D		
LPV DA	1276-1¼		317 (300-1¼)			
LNAV/ VNAV	1471-2		512 (500-2)			
LNAV MDA	1580-1	621 (600-1)	1580-1¾ 621 (600-1¾)	1580-2 621 (600-2)		
CIRCLING	1580-1	599 (600-1)	1580-1¾ 599 (600-1¾)	1620-2 639 (700-2)		



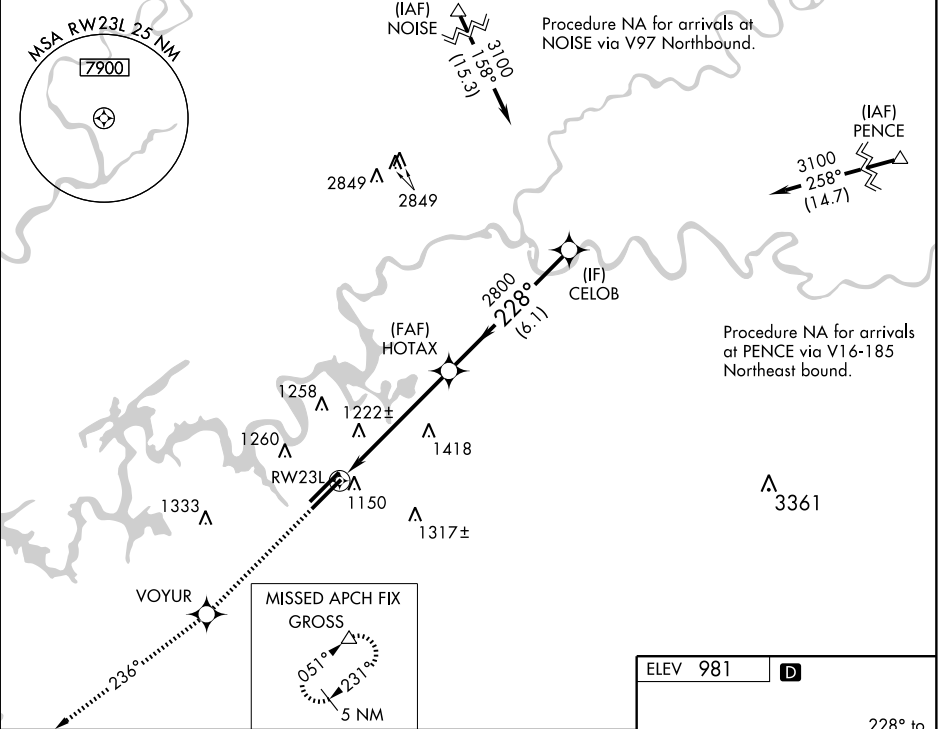
▼

ASR

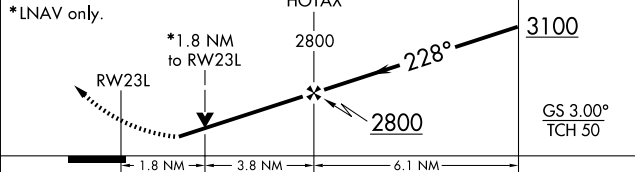
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct VOYUR and via 236° track to GROSS and hold.

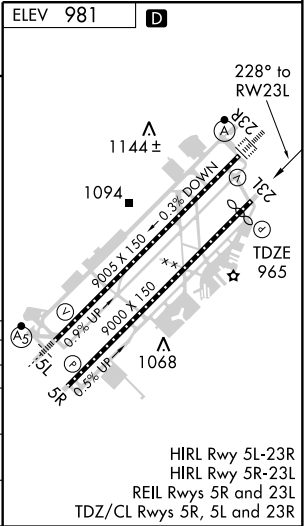
ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
----------------	----------------------------------	--------------------------------	------------------------	--------------------



3000	VOYUR	236° TRK	GROSS	Procedure Turn NA
------	-------	----------	-------	-------------------



CATEGORY	A	B	C	D
LPV DA	1215/40	250 (300-3/4)		
LNAV/VNAV DA	1544-2	579 (600-2)		
LNAV MDA	1580/50 615 (600-1)	1580-13/4 615 (600-13/4)	1580-2 615 (600-2)	
CIRCLING	1580-1 599 (600-1)	1580-13/4 599 (600-13/4)	1620-2 639 (700-2)	



AL-218 (FAA)

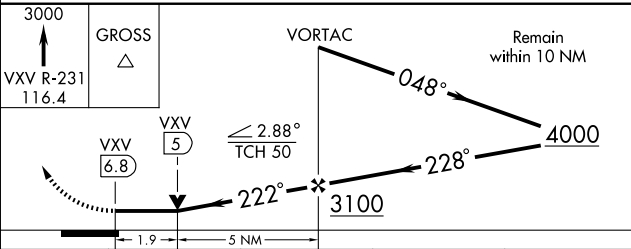
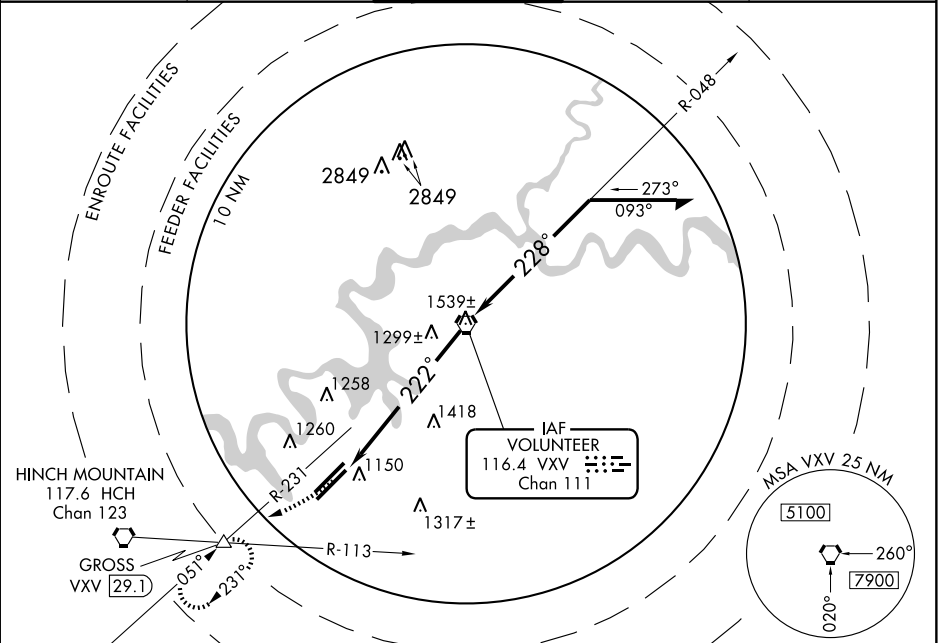
RNAV (GPS) RWY 23R
KNOXVILLE/MCGHEE-TYSON (TYS)

The diagram illustrates the layout of HIRL Runway 5L-23R. Key features include:

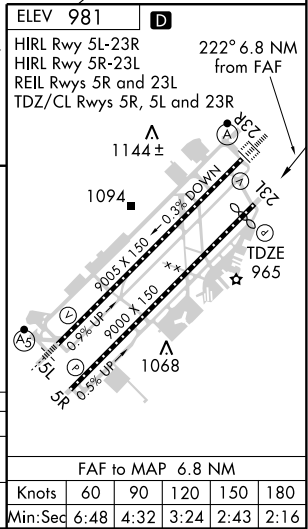
- Elevation:** 981 (indicated in a box at the top left).
- Runway Dimensions:** 9005 x 150 and 9000 x 150.
- Gradients:** 0.3% DOWN and 0.3% UP.
- Lighting:** A series of lights along the runway, including a star symbol (likely a centerline or edge light) and a 'D' symbol (likely a directional or distance marker).
- Other Markings:** 1144 ±, 1094, 1068, 228° to RW23R, TDZE 981, and various circular and square symbols.

SE-1. 17 DEC 2009 to 14 JAN 2010

ASR		MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS Int/29.1 DME and hold.		
ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65



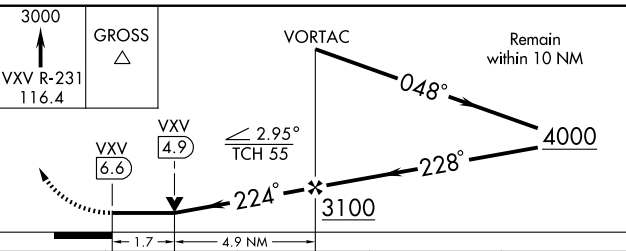
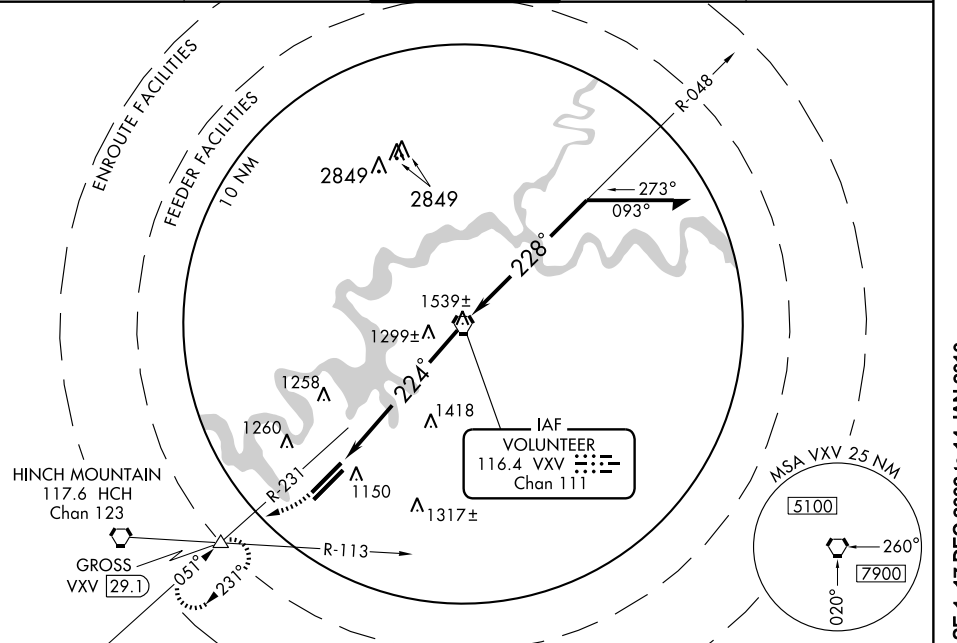
CATEGORY	A	B	C	D
S-23L	1600-1 635 (700-1)		1600-1¾ 635 (700-1¾)	1600-2 635 (700-2)
CIRCLING	1600-1 619 (700-1)		1600-1¾ 619 (700-1¾)	1620-2 639 (700-2)



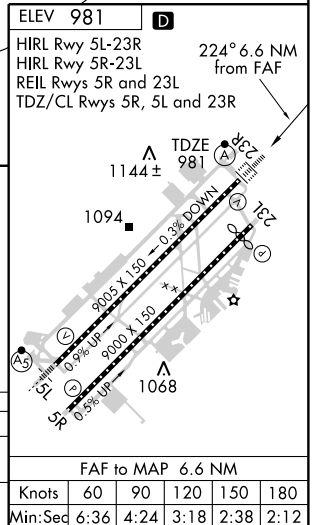
ASR

MISSED APPROACH: Climb to 3000 via
VXV R-231 to GROSS Int/29.1 DME and hold.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6	CLNC DEL 121.65
----------------	----------------------------------	--------------------------------	------------------------	--------------------



CATEGORY	A	B	C	D
S-23R	1580/24 599 (600-1/2)		1580/50 599 (600-1)	1580/60 599 (600-1 1/4)
CIRCLING	1580-1 599 (600-1)		1580-1 1/2 599 (600-1 1/2)	1620-2 639 (700-2)



SE-1, 17 DEC 2009 to 14 JAN 2010

NDB LFB	APP CRS	Rwy Idg	5200
<u>245</u>	194°	TDZE	961
		Apt Elev	969

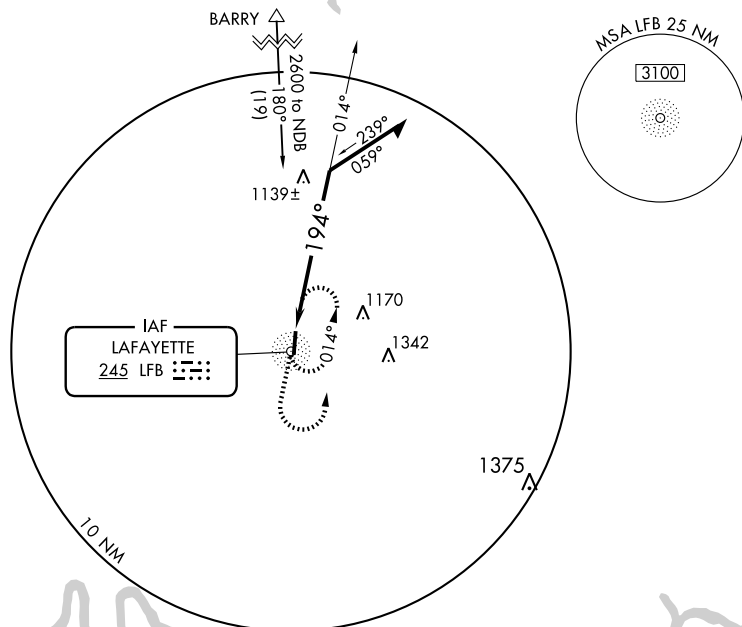
NDB RWY 19
LAFAYETTE MUNI (3M7)

T Visibility reduction by helicopters NA. Obtain local
A altimeter setting on CTAF; when not received, use
NA Bowling Green altimeter setting.

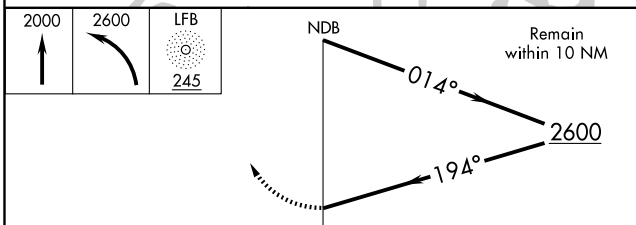
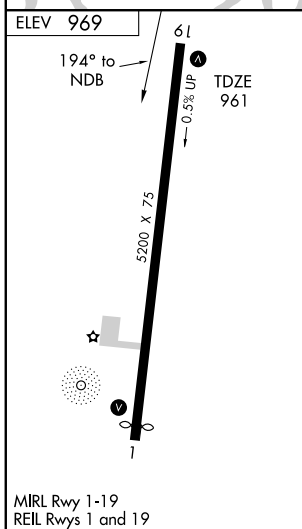
MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct LFB NDB and hold.

NASHVILLE APP CON
118.4 360.7

UNICOM
122.8 (CTAF) **L**



SE-1. 17 DEC 2009 to 14 JAN 2010



CATEGORY	A	B	C	D
S-19	1500-1	539 (600-1)	1500-1½ 539 (600-1½)	1500-1¾ 539 (600-1¾)
CIRCLING	1500-1	531 (600-1)	1500-1½ 531 (600-1½)	1520-2 551 (600-2)
BOWLING GREEN ALTIMETER SETTING MINIMUMS				
S-19	1640-1	679 (700-1)	1640-2 679 (700-2)	1640-2¼ 679 (700-2¼)
CIRCLING	1640-1	671 (700-1)	1640-2 671 (700-2)	1640-2¼ 671 (700-2¼)

APP CRS 188°	Rwy Idg TDZE Apt Elev	5200 961 969
------------------------	-----------------------------	---

RNAV (GPS) RWY 19

LAFAYETTE MUNI (3M7)

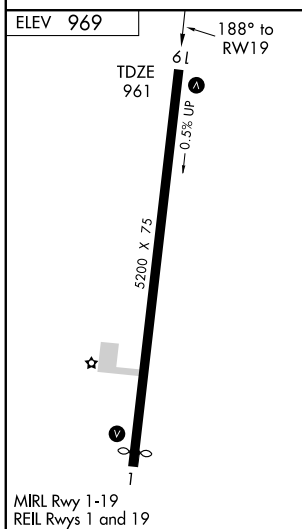
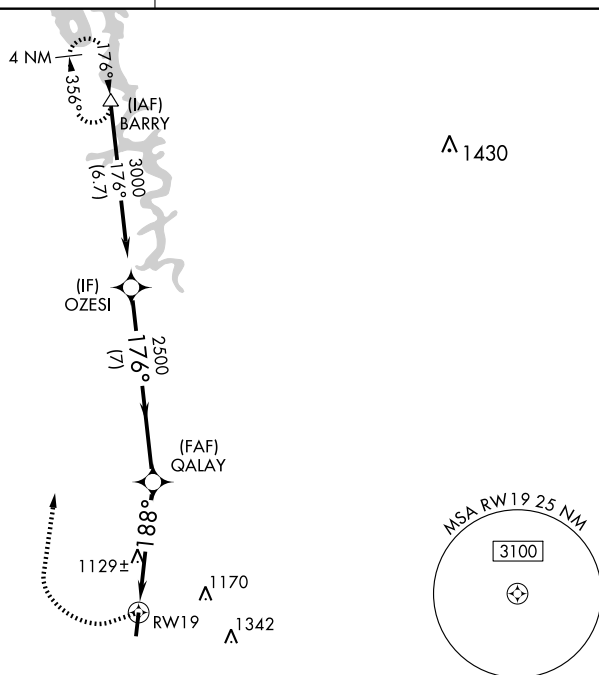


DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct BARRY and hold.

NASHVILLE APP CON
118.4 360.7

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
LNAV MDA	1380-1	419 (500-1)	1380-1¼	419 (500-1¼)
CIRCLING	1440-1	471 (500-1)	1440-1½ 471 (500-1½)	1520-2 551 (600-2)


BOWLING GREEN ALTIMETER SETTING MINIMUMS

LNAV MDA	1520-1	559 (600-1)	1520-1½ 559 (600-1½)	1520-1¾ 559 (600-1¾)
CIRCLING	1580-1	611 (700-1)	1580-1¾ 611 (700-1¾)	1580-2 611 (700-2)

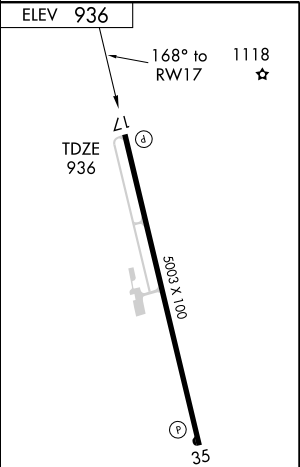
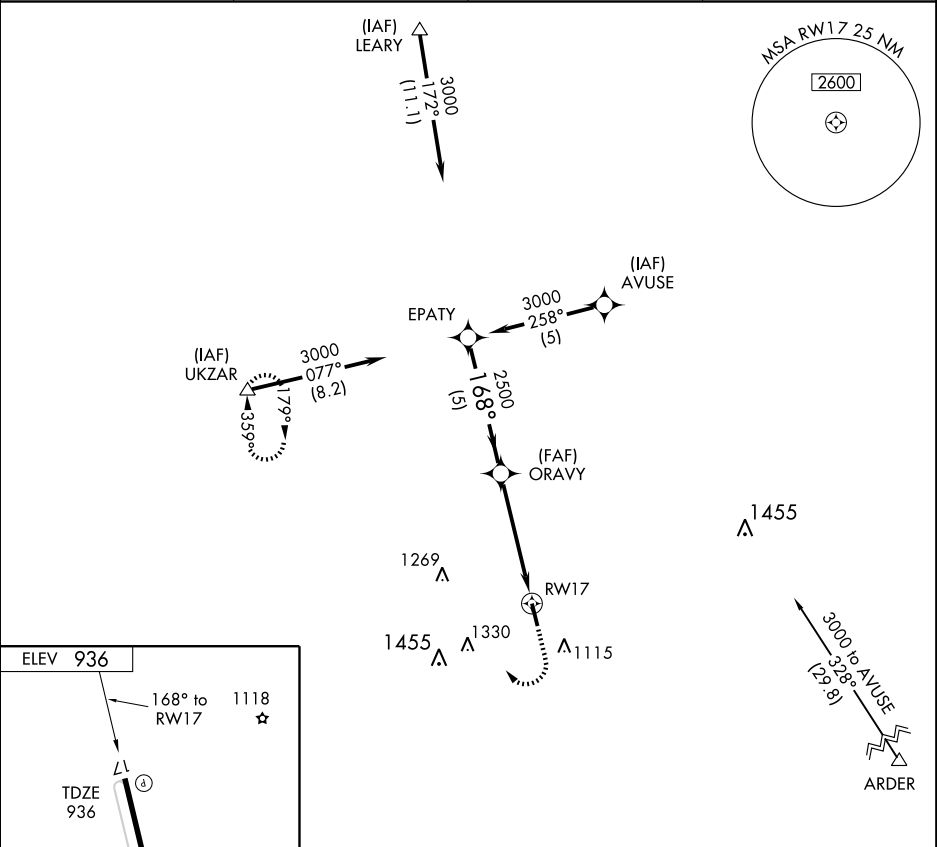
APP CRS	Rwy Idg	5003
168°	TDZE	936
	Apt Elev	936




GPS RWY 17

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

 NA	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct UKZAR WP and hold.
---	---

AWOS-3 120.175	MEMPHIS CENTER 125.85 381.4	GCO 121.725	UNICOM 122.8 (CTAF)
-------------------	--------------------------------	----------------	------------------------



	2000	3000	UKZAR
			
Procedure Turn NA	EPATY 3000	ORAVY 2500	RW17 1.3 NM to RW17
	168°	3.00° TCH 40	
	5 NM	3.5 NM	1.3 NM
CATEGORY	A	B	C D
S-17	1380-1	444 (500-1)	NA
CIRCLING	1420-1	484 (500-1)	NA

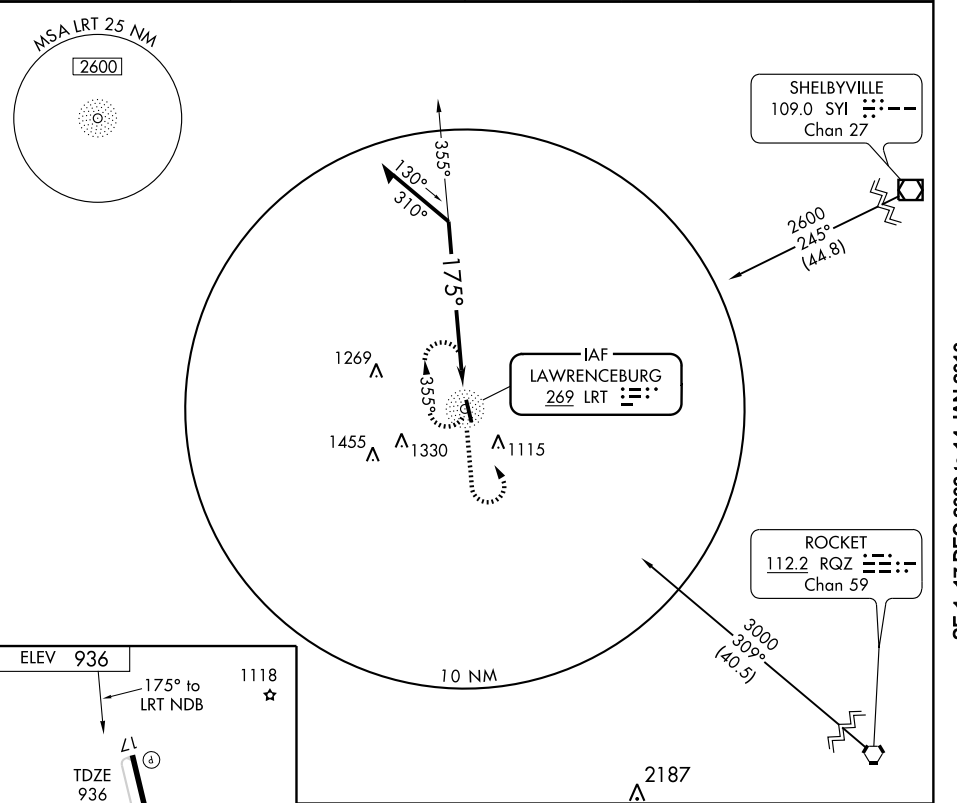
▼

▲ NA

If local altimeter setting not received, use Huntsville altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct LRT NDB and hold.

AWOS-3 120.175	MEMPHIS CENTER 125.85 381.4	GCO 121.725	UNICOM 122.8 (CTAF)
-------------------	--------------------------------	----------------	------------------------



Remain within 10 NM

2500

355°

175°

NDB

2187 Δ

2000

2500

LRT 269

CATEGORY	A	B	C	D
S-17	1540-1	604 (700-1)	1540-1¾ 604 (700-1¾)	1540-2 604 (700-2)
CIRCLING	1540-1	604 (700-1)	1540-1¾ 604 (700-1¾)	1540-2 604 (700-2)

MIRL Rwy 17-35
REIL Rwy 17 and 35

SE-1, 17 DEC 2009 to 14 JAN 2010

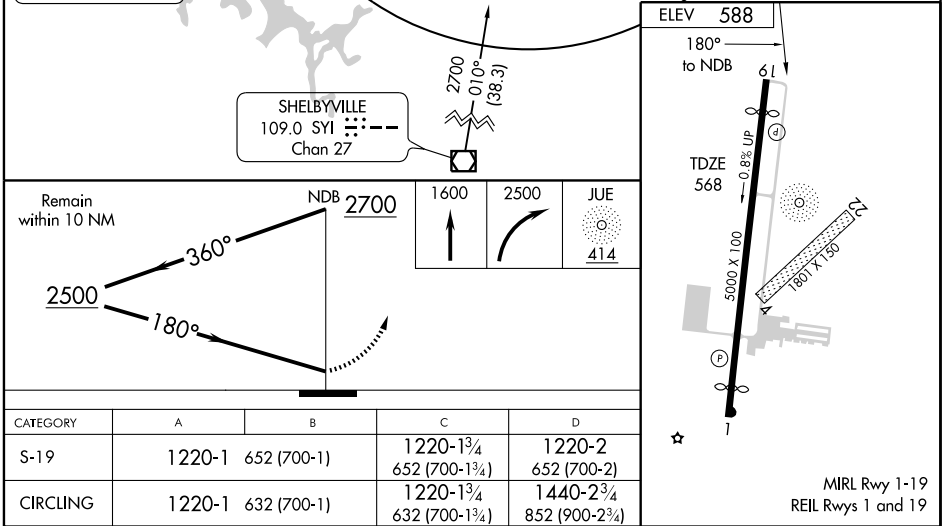
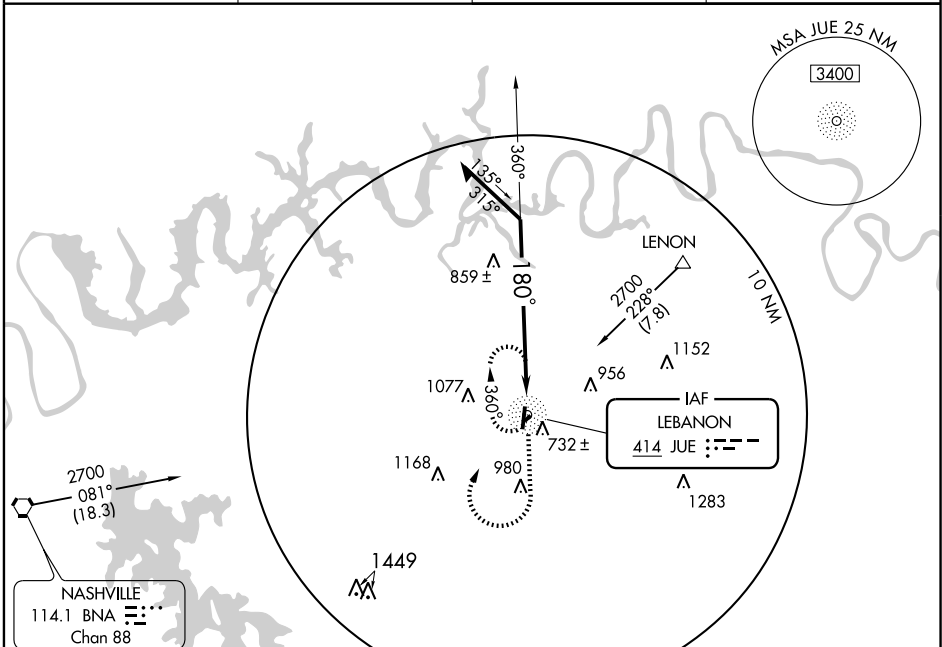
NDB JUE	APP CRS	Rwy Idg	4500
<u>414</u>	180°	TDZE	568
		Apt Elev	588

NDB RWY 19
LEBANON MUNI (M54)

T
A NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet, S-19 and Circling Cats. C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct JUE NDB and hold.

AWOS-3 118.325	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 122.725 (CTAF)
--------------------------	---	-----------------------	---------------------------------



WAAS CH 65809 W01A	APP CRS 009°	Rwy Idg TDZE Apt Elev	4527 588 588
--	------------------------	-----------------------------	---

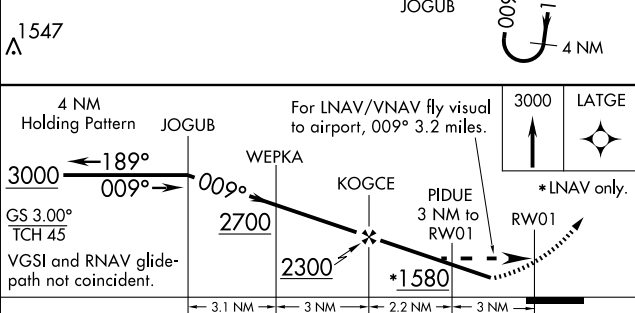
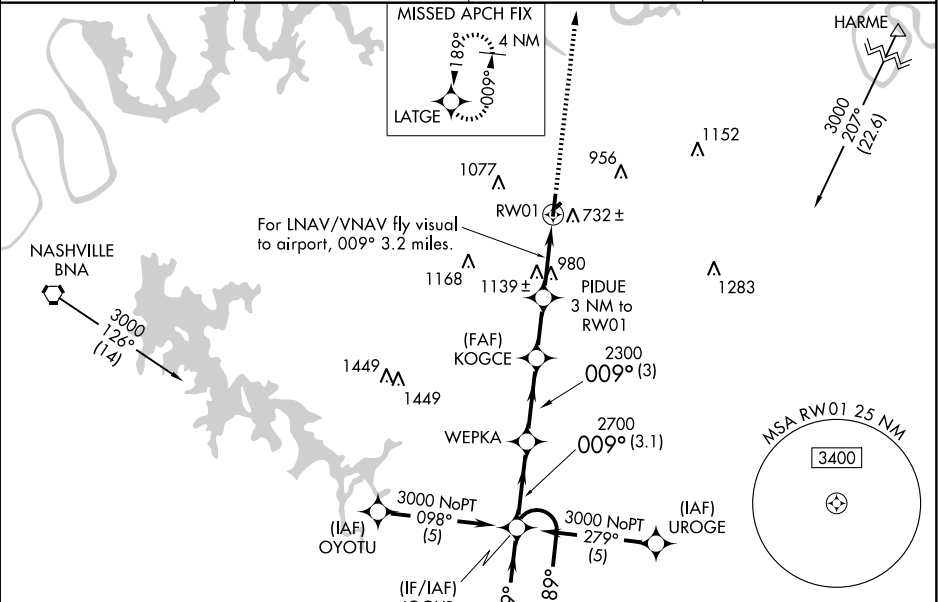
RNAV (GPS) RWY 1
LEBANON MUNI (M54)

NA

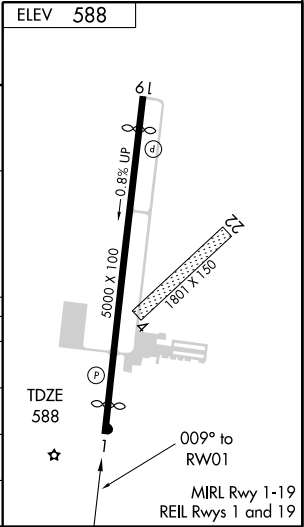
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA 43 feet and all MDA 60 feet, increase LPV all Cats. visibility ¼ mile and Circling Cat. D visibility ¼ mile. LNAV/VNAV NA when using Nashville Intl altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
LATGE and hold.

AWOS-3 118.325	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 122.725 (CTAF)
--------------------------	---	-----------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1088-1 ³ / ₄ 500 (500-1 ³ / ₄)			
LNAV/VNAV DA	1663-2	1075 (1100-2)	1663-3	1075 (1100-3)
LNAV MDA	1400-1 812 (900-1)	1400-1 ¹ / ₄ 812 (900-1 ¹ / ₄)	1400-2 ¹ / ₂ 812 (900-2 ¹ / ₂)	1400-2 ³ / ₄ 812 (900-2 ³ / ₄)
CIRCLING	1400-1 812 (900-1)	1400-1 ¹ / ₄ 812 (900-1 ¹ / ₄)	1400-2 ¹ / ₂ 812 (900-2 ¹ / ₂)	1440-2 ³ / ₄ 852 (900-2 ³ / ₄)



WAAS CH 90309 W19A	APP CRS 189°	Rwy Idg TDZE 568 Apt Elev 588
--	------------------------	---

RNAV (GPS) RWY 19

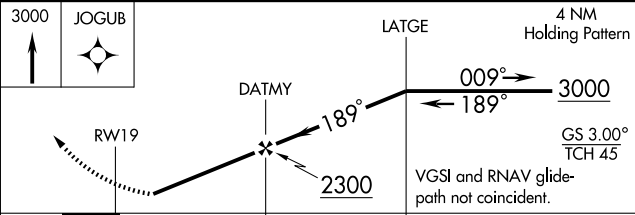
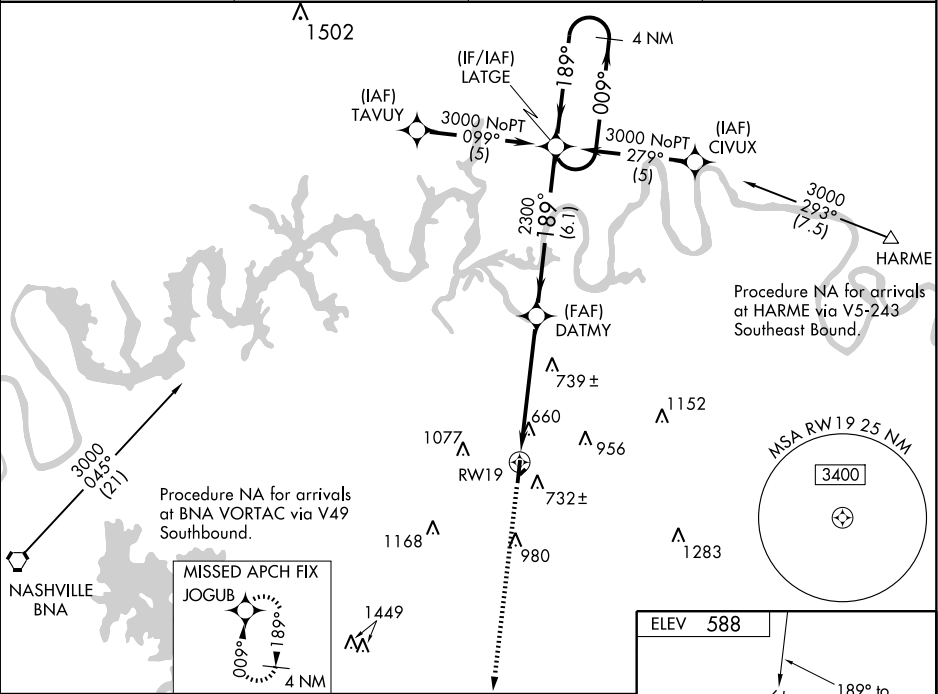
LEBANON MUNI (M54)

NA

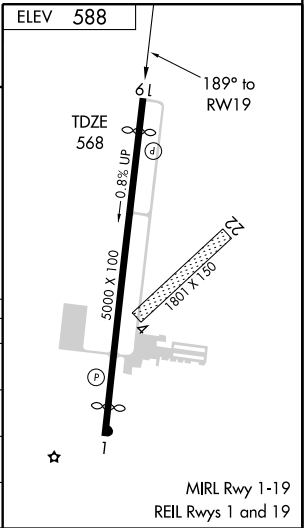
Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LNAV/VNAV all Cats., and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct JOGUB and hold.

AWOS-3 118.325	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 122.725 (CTAF)
--------------------------	---	-----------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	899-1¼ 331 (400-1¼)			
LNAV/VNAV DA	996-1½ 428 (500-1½)			
LNAV MDA	1000-1	432 (500-1)	1000-1¼ 432 (500-1¼)	1000-1½ 432 (500-1½)
CIRCLING	1100-1	512 (600-1)	1200-1¾ 612 (700-1¾)	1440-2¾ 852 (900-2¾)



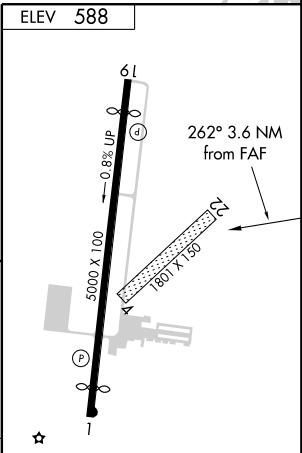
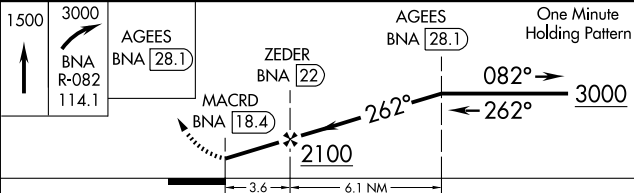
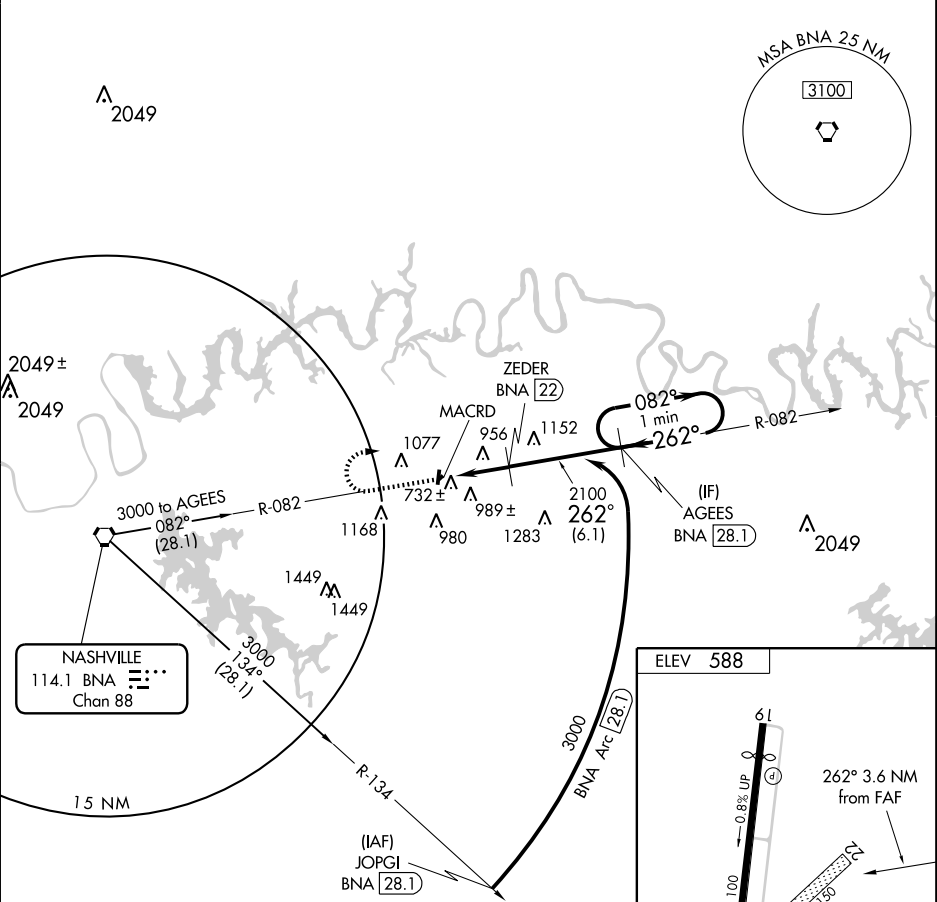
VOR/DME-A
LEBANON MUNI (M54)

VORTAC BNA 114.1 Chan 88	APP CRS 262°	Rwy Idg TDZE Apt Elev	N/A N/A 588
--------------------------------	-----------------	-----------------------------	-------------------

▲ When local altimeter setting not received, use Nashville
Intl altimeter setting and increase MDA 60 feet and Cats.
C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing
right turn to 3000 via BNA VORTAC R-082 to
AGEES/BNA 28.1 DME and hold.

AWOS-3 118.325	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 122.725 (CTAF)
-------------------	----------------------------------	----------------	--------------------------



CATEGORY	A	B	C	D
CIRCLING	1240-1 652 (700-1)		1240-1¾ 652 (700-1¾)	1440-2¾ 852 (900-2¾)

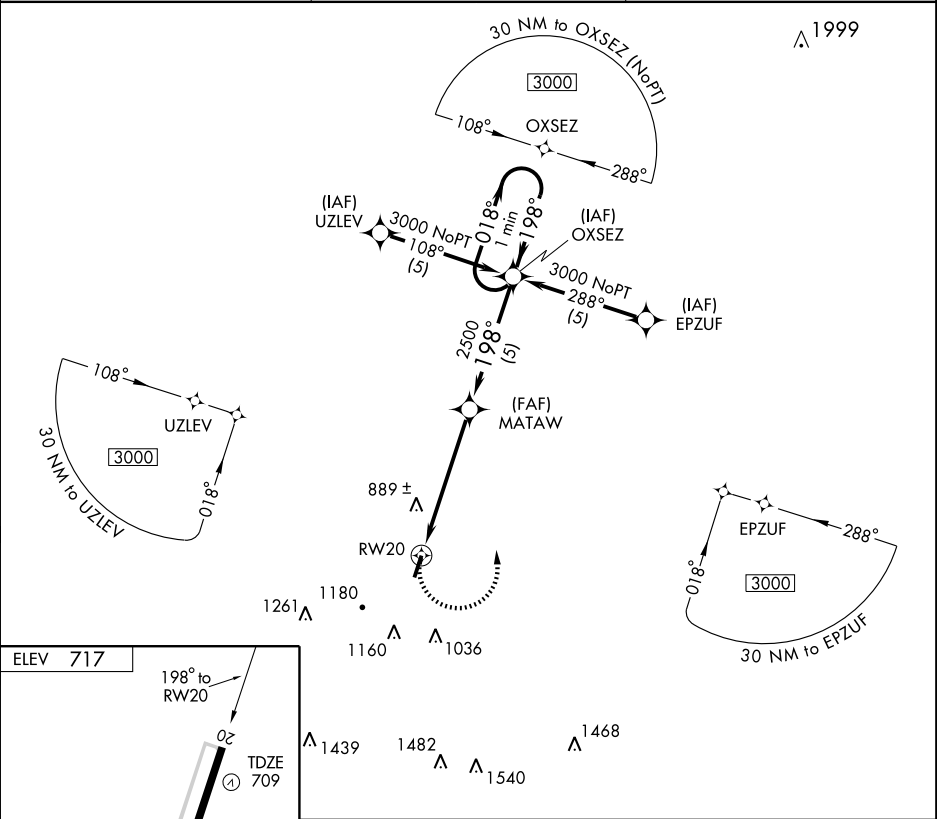
MIRL Rwy 1-19
REIL Rws 1 and 19

APP CRS	Rwy Idg	5002
198°	TDZE	709
	Apt Elev	717

GPS RWY 20
LEWISBURG/ELLINGTON (LUG)

<div>▼ ▲ NA</div>	MISSED APPROACH: Climbing left turn to 3000 direct OXSEZ WP and hold.
-----------------------	--

AWOS-3 135.775	MEMPHIS CENTER 126.75 353.5	UNICOM 122.8 (CTAF)
-------------------	--------------------------------	------------------------



<div>3000 OXSEZ</div> <div>MATAW</div> <div>RW20</div> <div>3.00° TCH 40</div> <div>5.5 NM</div> <div>5 NM</div> <div>OXSEZ</div> <div>One Minute Holding Pattern</div> <div>018° 198° 3000</div> <div>VGSI and final angle not coincident.</div>				
CATEGORY	A	B	C	D
S-20	1140-1 431 (500-1)		1140-1¼ 431 (500-1¼)	NA
CIRCLING	1340-1 623 (700-1)		1520-2¼ 803 (900-2¼)	NA

REIL Rwy 2 and 20
MIRL Rwy 2-20

▼

NA

If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2700 direct to LUG NDB and hold.

AWOS-3

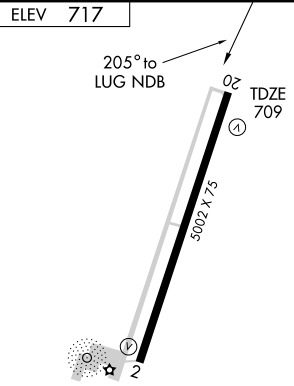
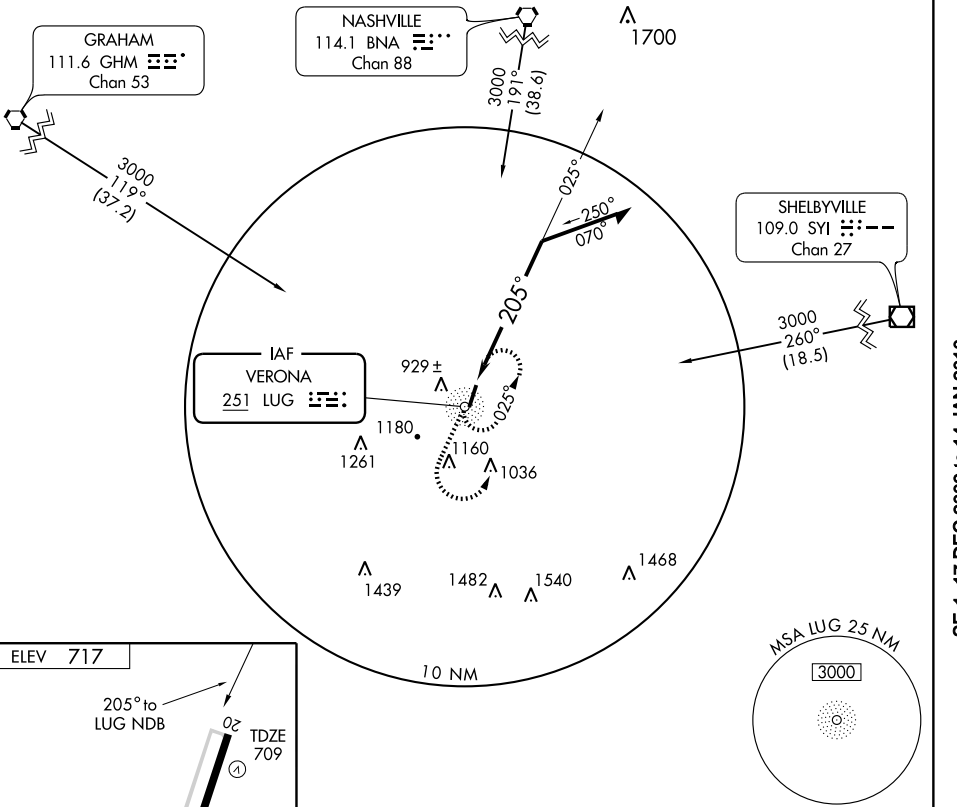
135.775

MEMPHIS CENTER

126.75 353.5

UNICOM

122.8 (CTAF)



REIL Rwy 2 and 20

MIRL Rwy 2-20

Knots	60	90	120	150	180
Min:Sec					

1800

2700

LUG 251

NDB

025°

205°

2700

Remain within 10 NM

CATEGORY	A	B	C	D
S-20	1280-1	571 (600-1)	1280-1½ 571 (600-1½)	1280-1¾ 571 (600-1¾)
CIRCLING	1280-1 563 (600-1)	1360-1 643 (700-1)	1360-1¾ 643 (700-1¾)	1580-2¾ 863 (900-2¾)

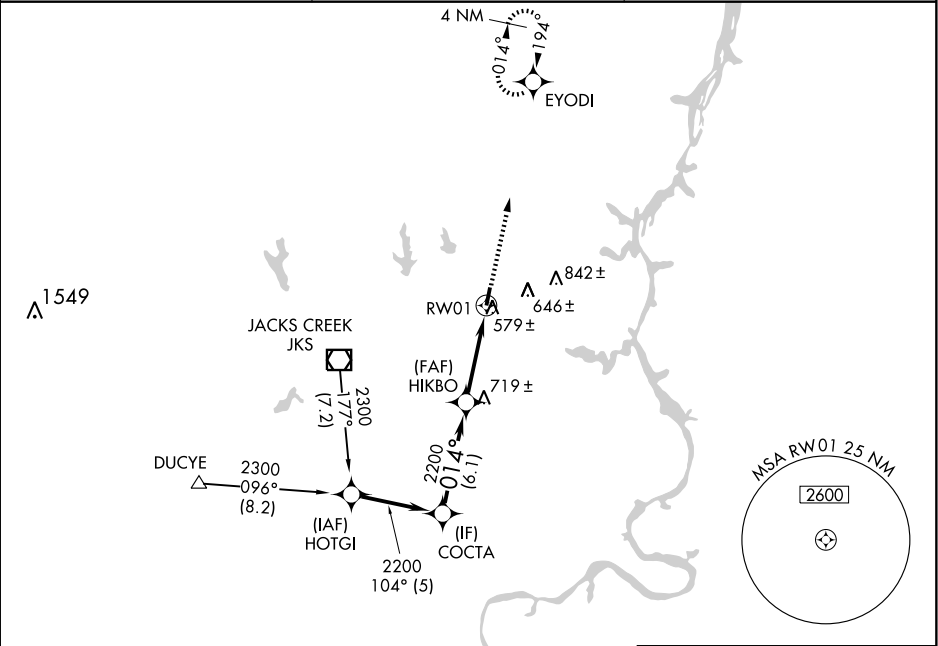
WAAS CH 90116 W01A	APP CRS 014°	Rwy Idg TDZE Apt Elev 6000 467 488
--	------------------------	--

RNAV (GPS) RWY 1

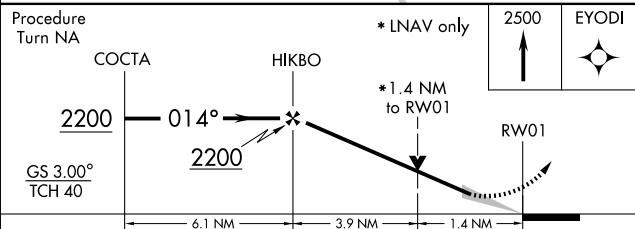
LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

<p>▼ DME/DME RNP-0.3 NA. Baro VNAV NA below -15° C (5° F). If local altimeter setting not received, use Huntingdon altimeter setting and increase all DAs/MDAs 80 feet.</p> <p>▲ NA Baro-VNAV and VDP NA when using Huntingdon altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2500 direct EYODI and hold.</p>
---	--

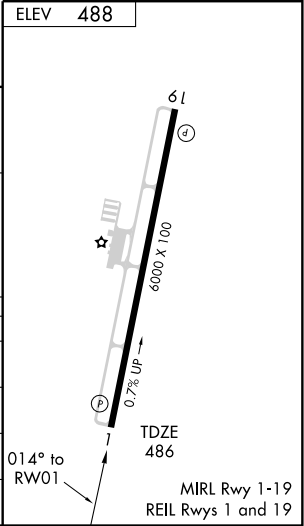
AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 123.0 (CTAF)
--------------------------	--	-------------------------------



Procedure Turn NA	ELEV 488
----------------------	-----------------



CATEGORY	A	B	C	D
LPV DA	740-1		254 (300-1)	
RNAV/ VNAV DA	840-1½		354 (400-1½)	
RNAV MDA	940-1	454 (500-1)	940-1¼ 454 (500-1½)	940-1½ 454 (500-1½)
CIRCLING	940-1½ 452 (500-1½)	960-1½ 472 (500-1½)	980-1½ 492 (500-1½)	1040-2 552 (600-2)



WAAS CH 97316 W19A	APP CRS 194°	Rwy Idg TDZE Apt Elev 6000 488 488
--	------------------------	--

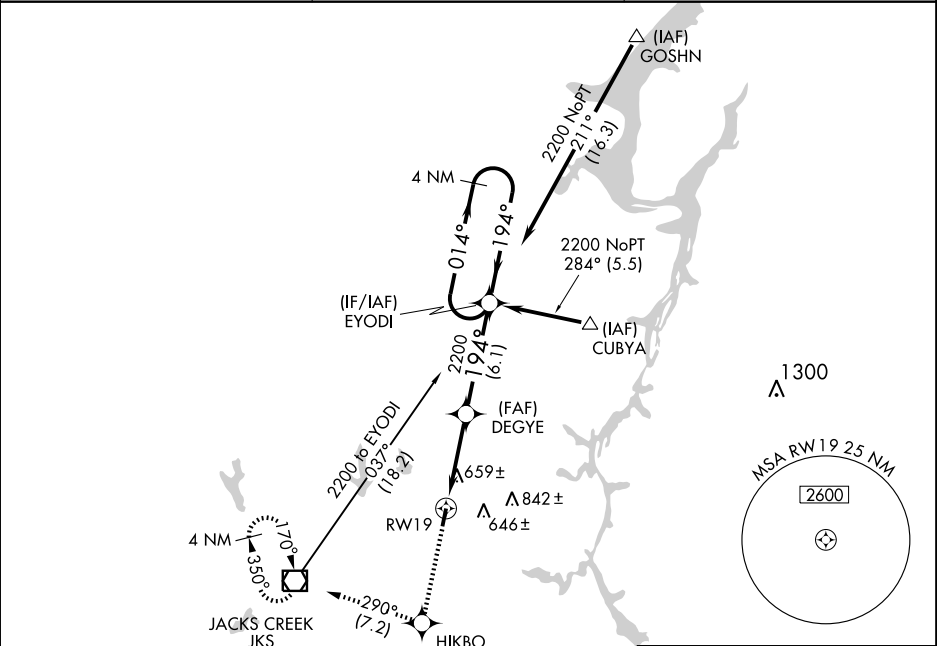
RNAV (GPS) RWY 19

LEXINGTON-PARSONS/ BEECH RIVER RGNL (PVE)

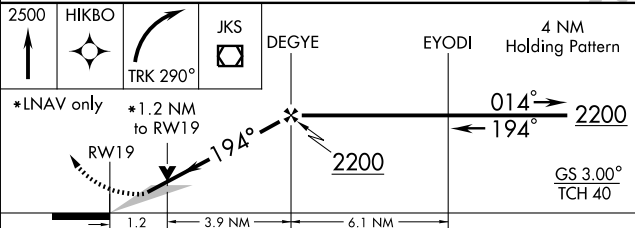
NA DME/DME RNP-0.3 NA. Baro VNAV NA below -15° C (5° F). If local altimeter setting not received, use Huntingdon altimeter setting and increase all DAs/MDAs 80 feet. VDP and Baro-VNAV NA when using Huntingdon altimeter setting.

MISSED APPROACH: Climb to 2500 direct HIKBO and right turn via 290° track to JKS VOR/DME and hold.

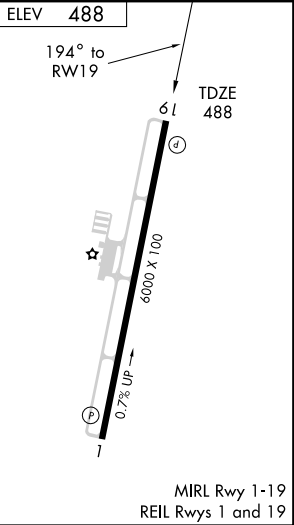
AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 123.0 (CTAF)
--------------------------	--	-------------------------------



Procedure NA for arrivals at JKS VOR/DME via V124 westbound.



CATEGORY	A	B	C	D
LPV DA	740-1		252 (300-1)	
RNAV/VNAV DA	980-1¾		492 (500-1¾)	
RNAV MDA	920-1	432 (500-1)	920-1¼ 432 (500-1¼)	920-1½ 432 (500-1½)
CIRCLING	980-1¾		1040-2 552 (600-2)	



MIRL Rwy 1-19
REIL Rwy 1 and 19

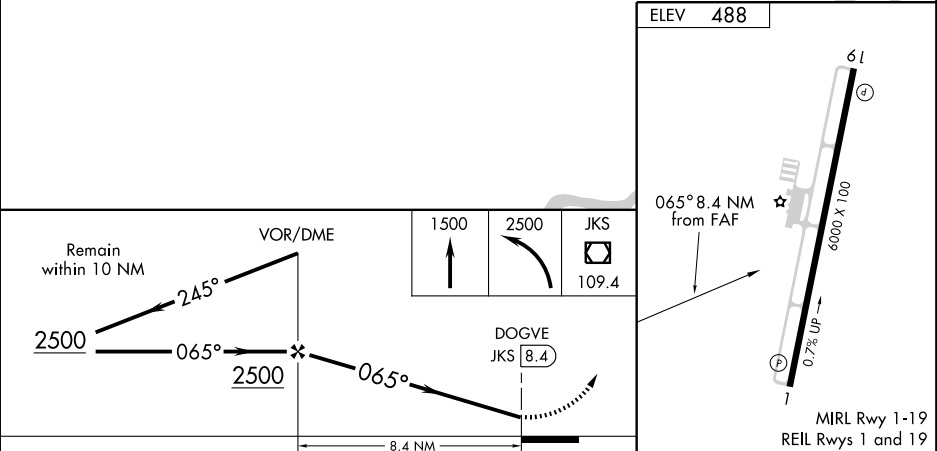
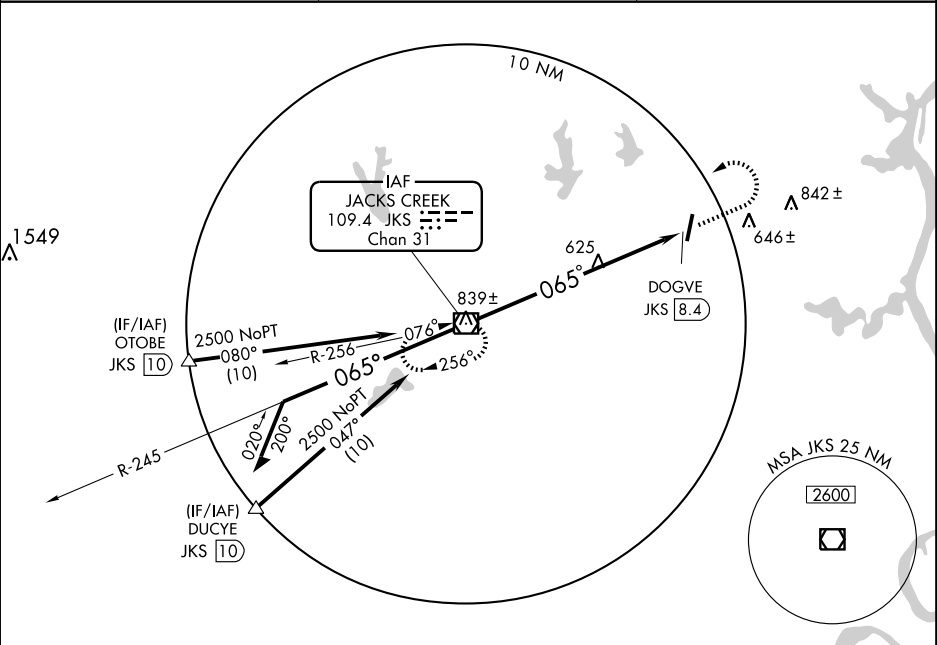
VOR/DME JKS	APP CRS	Rwy Idg TDZE	N/A
109.4	065°	Apt Elev	488
Chan 31			

VOR-A

LEXINGTON-PARSONS/BEECH RIVER RGNL (PVE)

<p>▼ If local altimeter setting not received, use Huntingdon altimeter setting and increase all MDAs 80 feet.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct JKS VOR/DME and hold.</p>
---	---

AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 123.0 (CTAF)
-------------------	---------------------------------	------------------------



CATEGORY	A	B	C	D	FAF to MAP 8.4 NM					
CIRCLING	1000-1	512 (600-1)	1000-1½ 512 (600-1½)	1040-2 552 (600-2)	Knots	60	90	120	150	180
					Min:Sec	8:24	5:36	4:12	3:22	2:48

▼

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet, and increase LNAV Cat C/D visibilities ½ mile, Circling Cat B visibility ¼ mile and Circling Cat C/D visibilities ½ mile.

MISSED APPROACH:
Climb to 4000 direct KAGGO and hold.

AWOS-3 126.175	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
-------------------	--	------------------------

30 NM to PAFKY

4100

125°

PAFKY

215°

30 NM to TERUC

4900

215°

TERUC

305°

30 NM LAZMU (NoPT)

4100

4900

125°

LAZMU

305°

016°

4 NM

5 NM

LAZMU

035°

215°

305°

5

4100 (NoPT)

125°

5

(IF/IAF) LAZMU

3000

035°

16.1

(FAF) CENPI

Λ 1714

RW03

Λ 2802

4000

KAGGO

4000

KAGGO

4000

KAGGO

4000

KAGGO

4000

KAGGO

4000

KAGGO

5 NM Holding Pattern

LAZMU

4100

215°

035°

035°

3000

CENPI

3.04°

TCH 40

RW03

6.1 NM

4.9 NM

4000

KAGGO

4000

KAGGO

4000

KAGGO

4000

KAGGO

4000

KAGGO

4000

KAGGO

CATEGORY	A	B	C	D
LNAV MDA	1960-1	594 (600-1)	1960-1½ 594 (600-1½)	1960-1¾ 594 (600-1¾)
CIRCLING	1960-1 588 (600-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)

ELEV 1372

5152 X 75

TDZE 1366

035° to RW03

5152 X 75

TDZE 1366

035° to RW03

5152 X 75

TDZE 1366

035° to RW03

MIRL Rwy 3-21

REIL Rwys 3 and 21

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS
215°

Rwy Idg
TDZE
Apt Elev

5152
1372
1372

RNAV (GPS) RWY 21

LIVINGSTON MUNI (8A3)

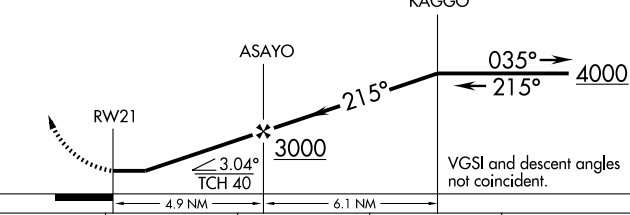
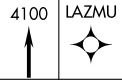
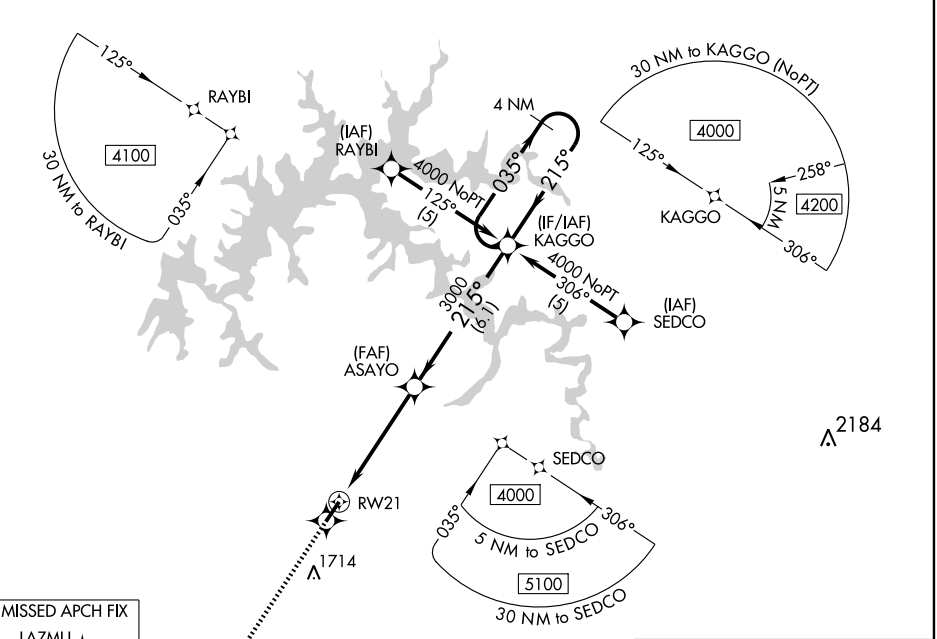
▼

▲ NA

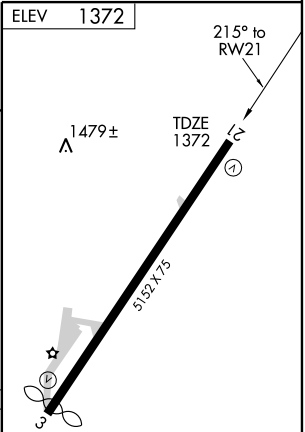
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet; and LNAV Cat C/D visibilities ½ mile, Circling Cat B visibility ¼ mile and Circling Cat C/D visibilities ½ mile.

MISSED APPROACH:
Climb to 4100 direct LAZMU and hold.

AWOS-3 126.175	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
--------------------------	---	-------------------------------



CATEGORY	A	B	C	D
LNAV MDA	1760-1	388 (400-1)		1760-1¼ 388 (400-1¼)
CIRCLING	1860-1 488 (500-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)



MIRL Rwy 3-21

REIL Rws 3 and 21

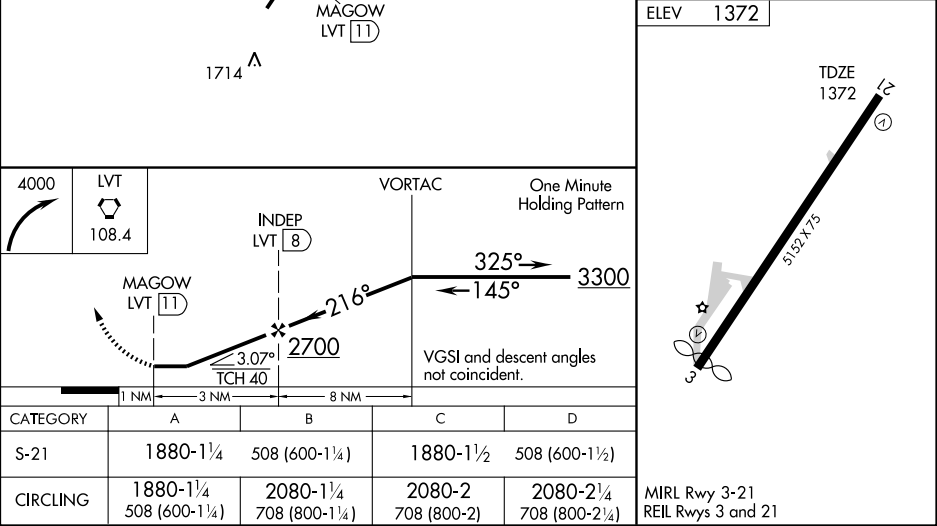
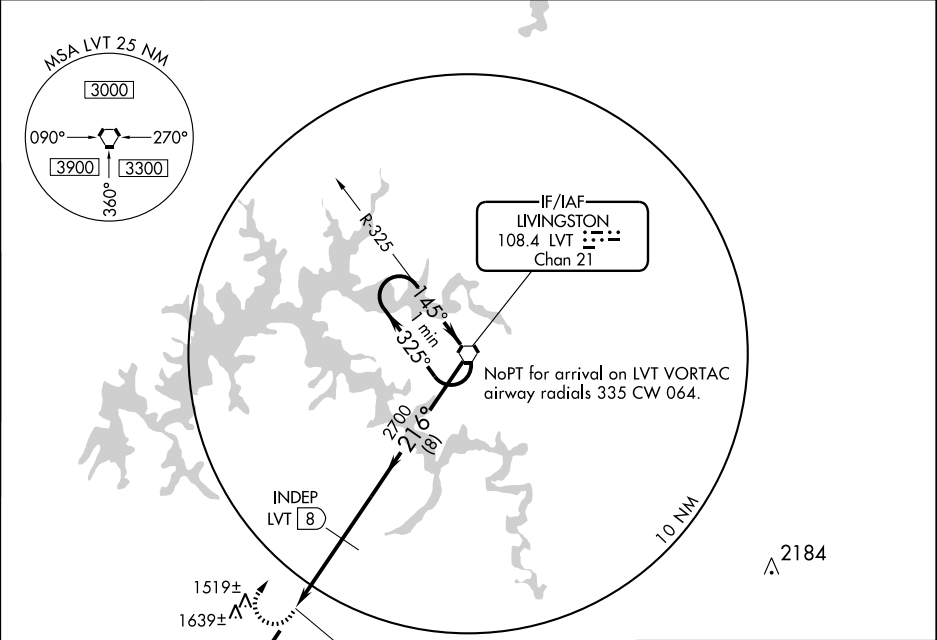
▼

▲ NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet and increase S-21 Cat C visibility ¼ mile, S-21 Cat D visibility and Circling Cat C/D visibilities ½ mile.

MISSED APPROACH: Climbing right turn to 4000 direct LVT VORTAC and hold.

AWOS-3 126.175	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
-------------------	--	------------------------



APP CRS	Rwy Idg	3641
048°	TDZE	1031
	Apt Elev	1031

RNAV (GPS) RWY 5

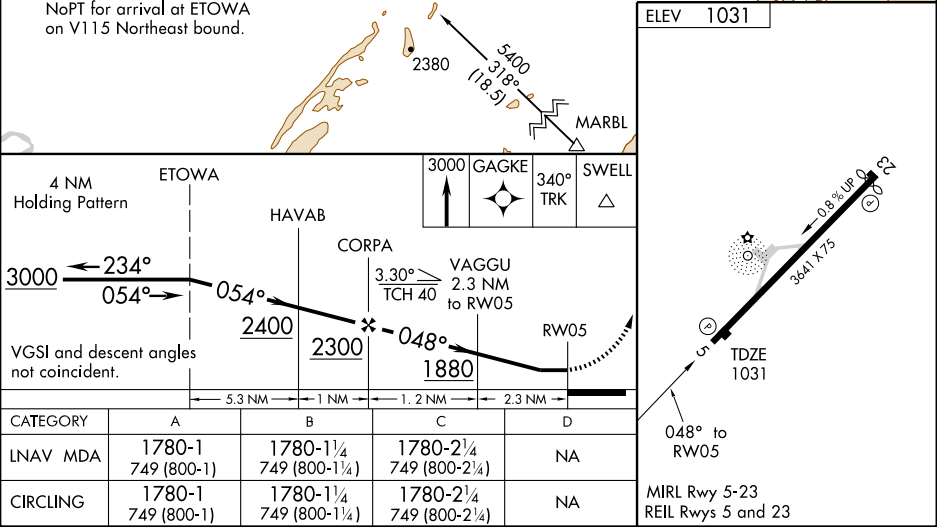
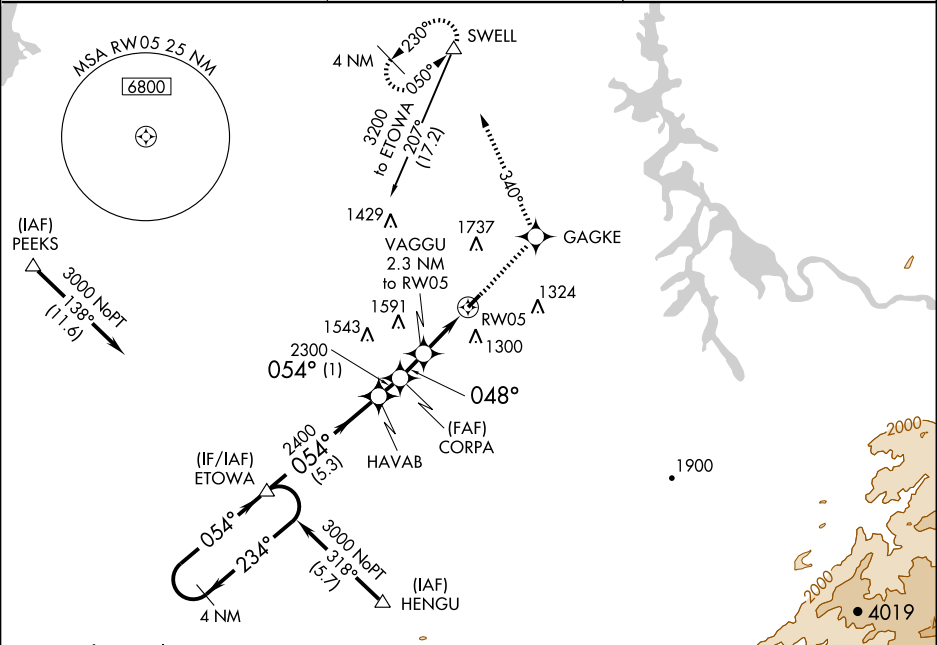
MADISONVILLE/ MONROE COUNTY (MNV)

⚠ Circling to Rwy 23 NA at night. When VGSI inop, procedure NA at night. Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

⚠ NA When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cat. C visibilities ¼ mile.

MISSED APPROACH:
Climb to 3000 direct GAGKE and via 340° track to SWELL and hold.


AWOS-3 118.475	KNOXVILLE APP CON 123.9 353.6	UNICOM 123.0 (CTAF)
-------------------	----------------------------------	------------------------



APP CRS	Rwy Idg	3501
231°	TDZE	1002
	Apt Elev	1031

RNAV (GPS) RWY 23

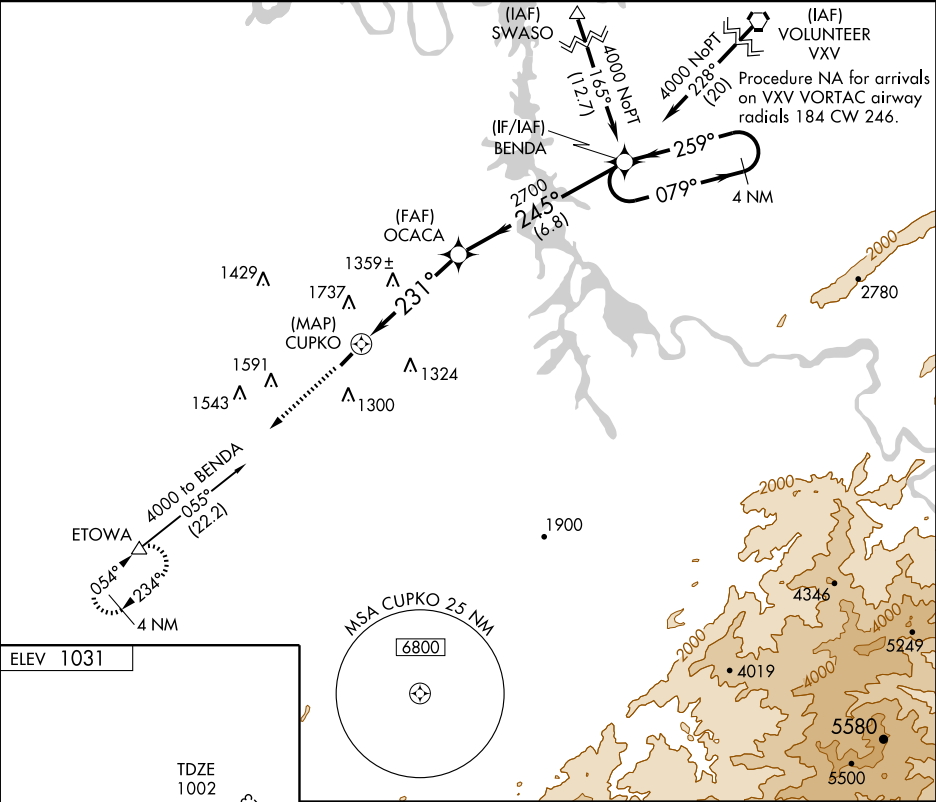
MADISONVILLE/ MONROE COUNTY (MNV)


NA


Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use McGhee-Tyson altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cat. C visibilities ¼ mile.


MISSED APPROACH:
Climb to 3000 direct ETOWA and hold.


AWOS-3 118.475	KNOXVILLE APP CON 123.9 353.6	UNICOM 123.0 (CTAF)
-------------------	----------------------------------	------------------------











ELEV 1031


TDZE 1002


3641 x 75


MIRL Rwy 5-23

REIL Rwy 5 and 23

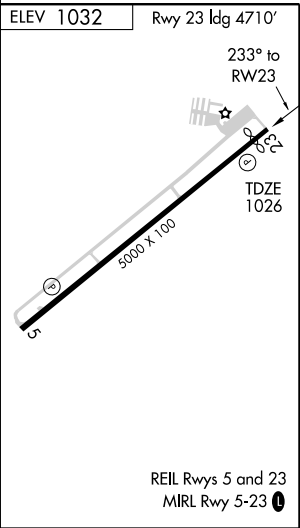
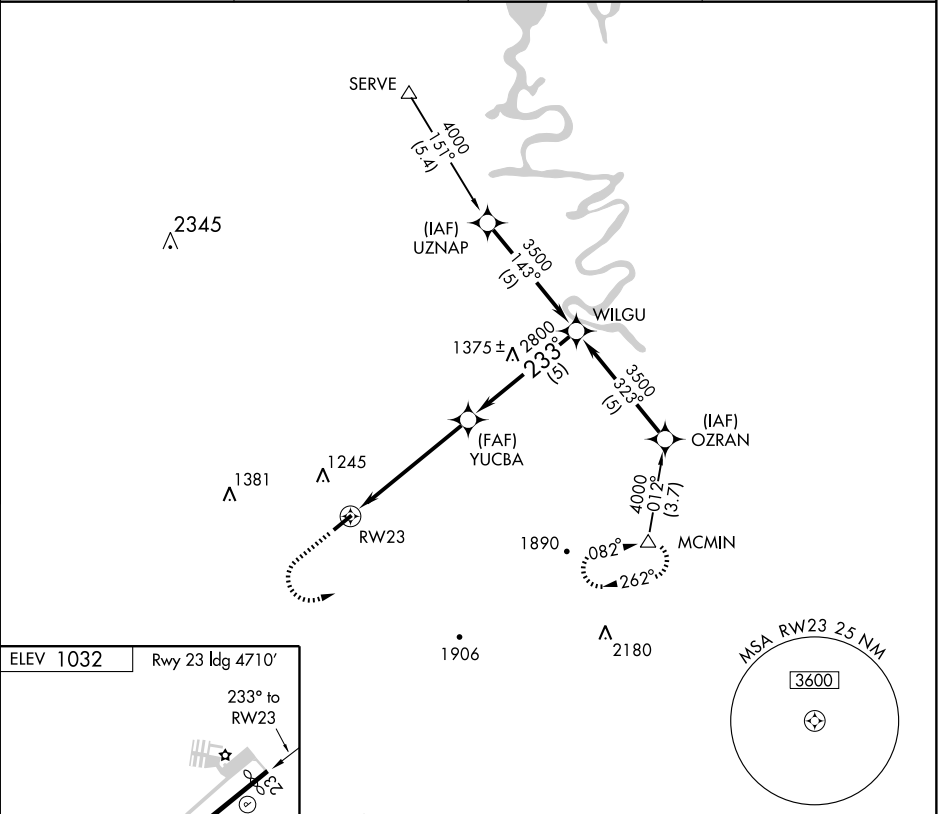
3000	ETOWA	OCACA	BENDA	4 NM Holding Pattern
				
				
0.5	4.7 NM	6.8 NM	4000	
CATEGORY	A	B	C	D
LNAV MDA	1620-1 618 (600-1)	1620-1 618 (600-1)	1620-1 618 (600-1)	NA
CIRCLING	1620-1 589 (600-1)	1620-1 589 (600-1)	1620-1 589 (600-1)	NA

GPS RWY 23

MC MINNVILLE/ WARREN COUNTY MEMORIAL (R.N.C.)

APP CRS	Rwy Idg	4710
233°	TDZE	1026
	Apt Elev	1032

<div><div>▼</div><div>▲ NA</div></div>		MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct MCMIN WP and hold.	
AWOS-3	MEMPHIS CENTER	GCO	UNICOM
135.525	126.75 353.5	121.725	122.8 (CTAF) ①



2000

5000

MCMIN

▲

WILGU

3500

Procedure Turn NA

YUCBA

2800

1.2 NM to RW23

1.2

4.3 NM

5 NM

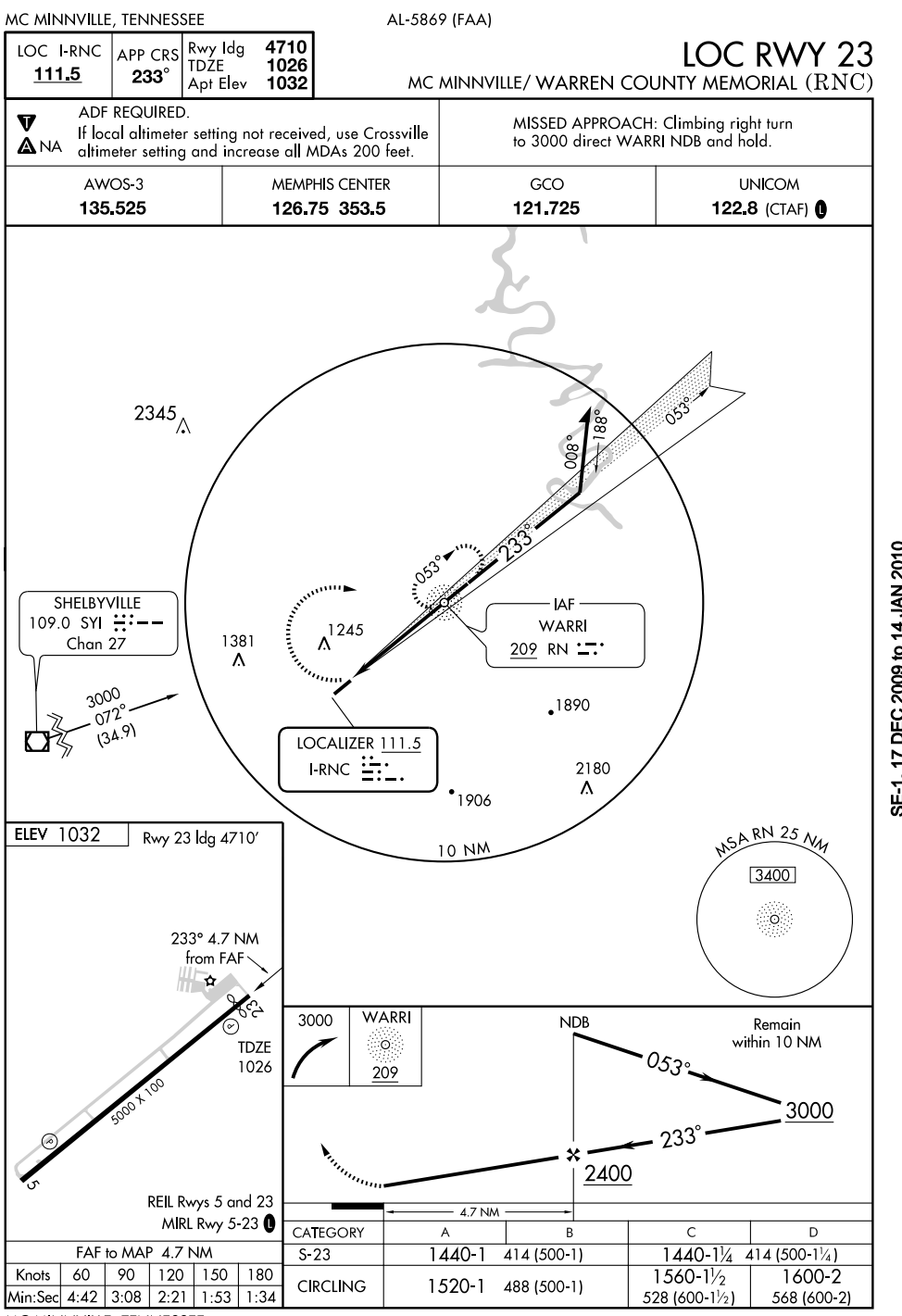
233°

≤ 3.00°

TCH 40°

VGSI and descent angle not coincident.

CATEGORY	A	B	C	D
S-23	1440-1	414 (500-1)	1440-1¼	414 (500-1¼)
CIRCLING	1520-1	488 (500-1)	1600-1½ 568 (600-1½)	1660-2 628 (700-2)

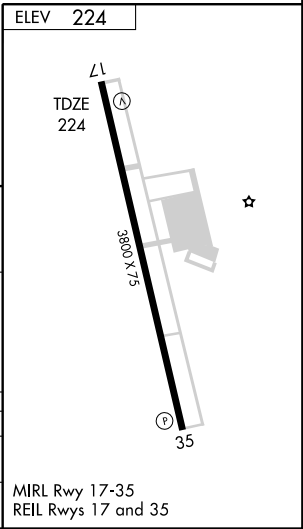
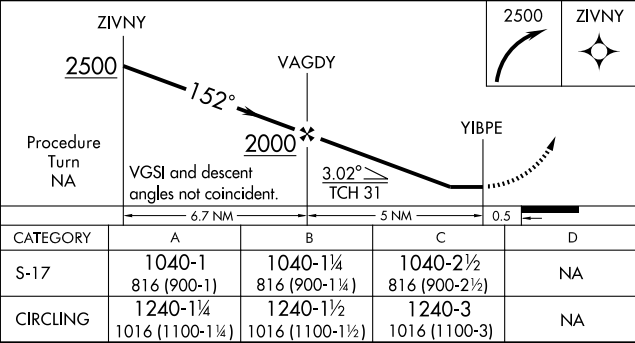
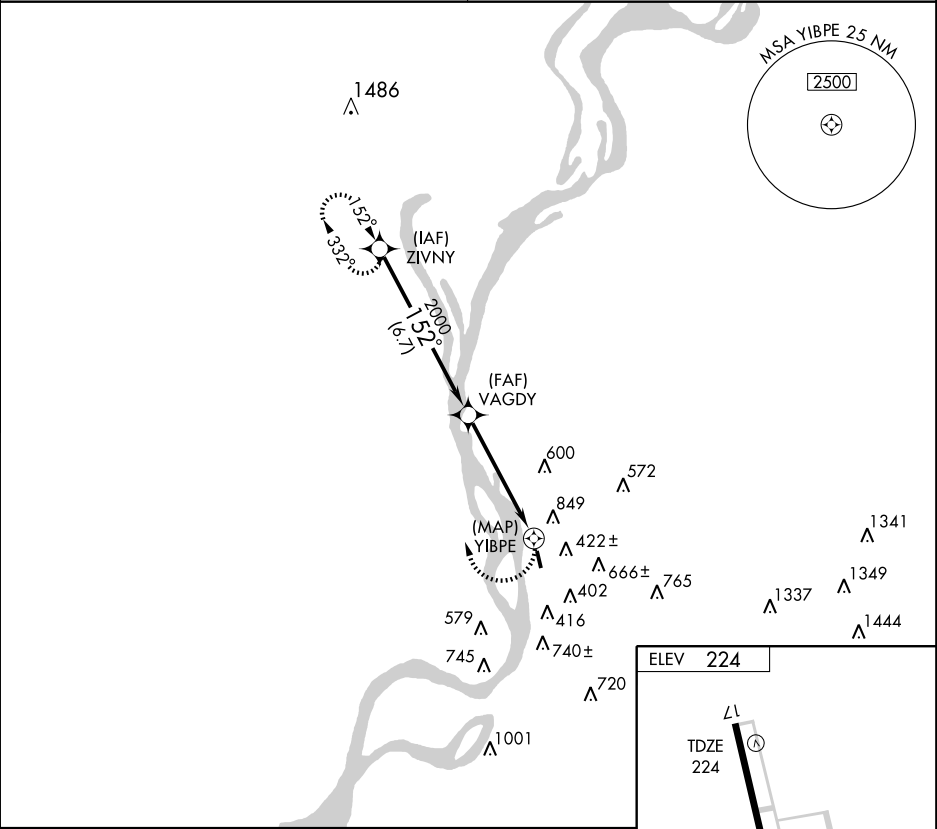


GPS RWY 17

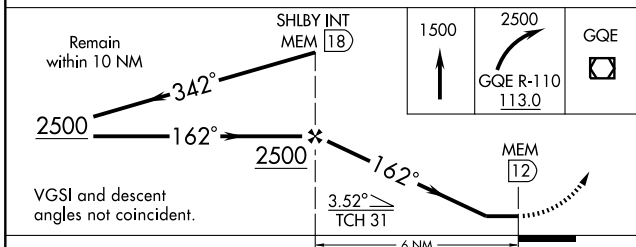
MEMPHIS/ GENERAL DEWITT SPAIN (M01)

APP CRS	Rwy Idg	3800
152°	TDZE	224
	Apt Elev	224

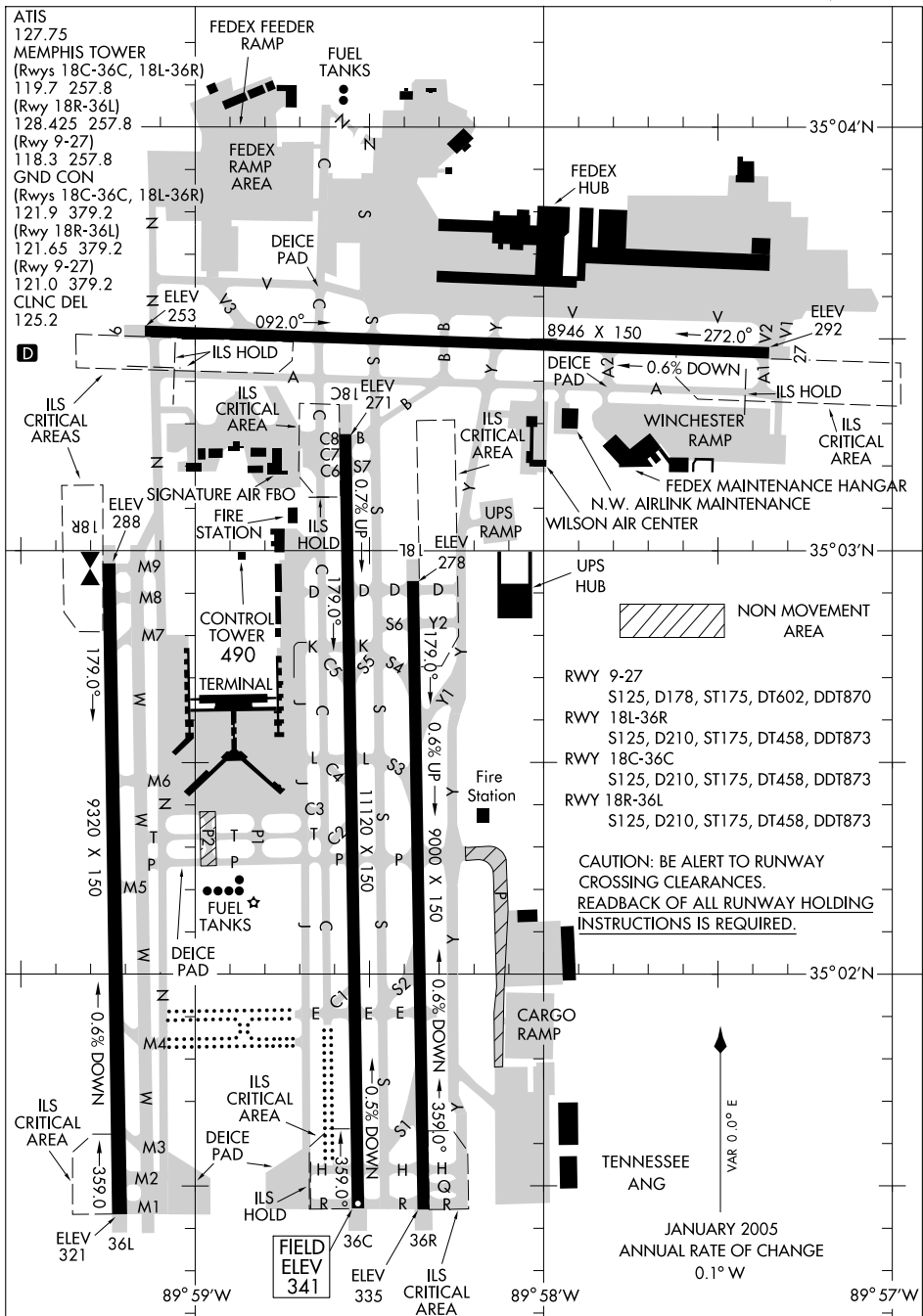
<div><div><div></div><div>NA</div></div><div>Use Memphis International alimeter setting.</div></div>	MISSED APPROACH: Climbing right turn to 2500 direct ZIVNY WP and hold.
MEMPHIS APP CON 119.1 291.6	UNICOM 122.7 (CTAF)



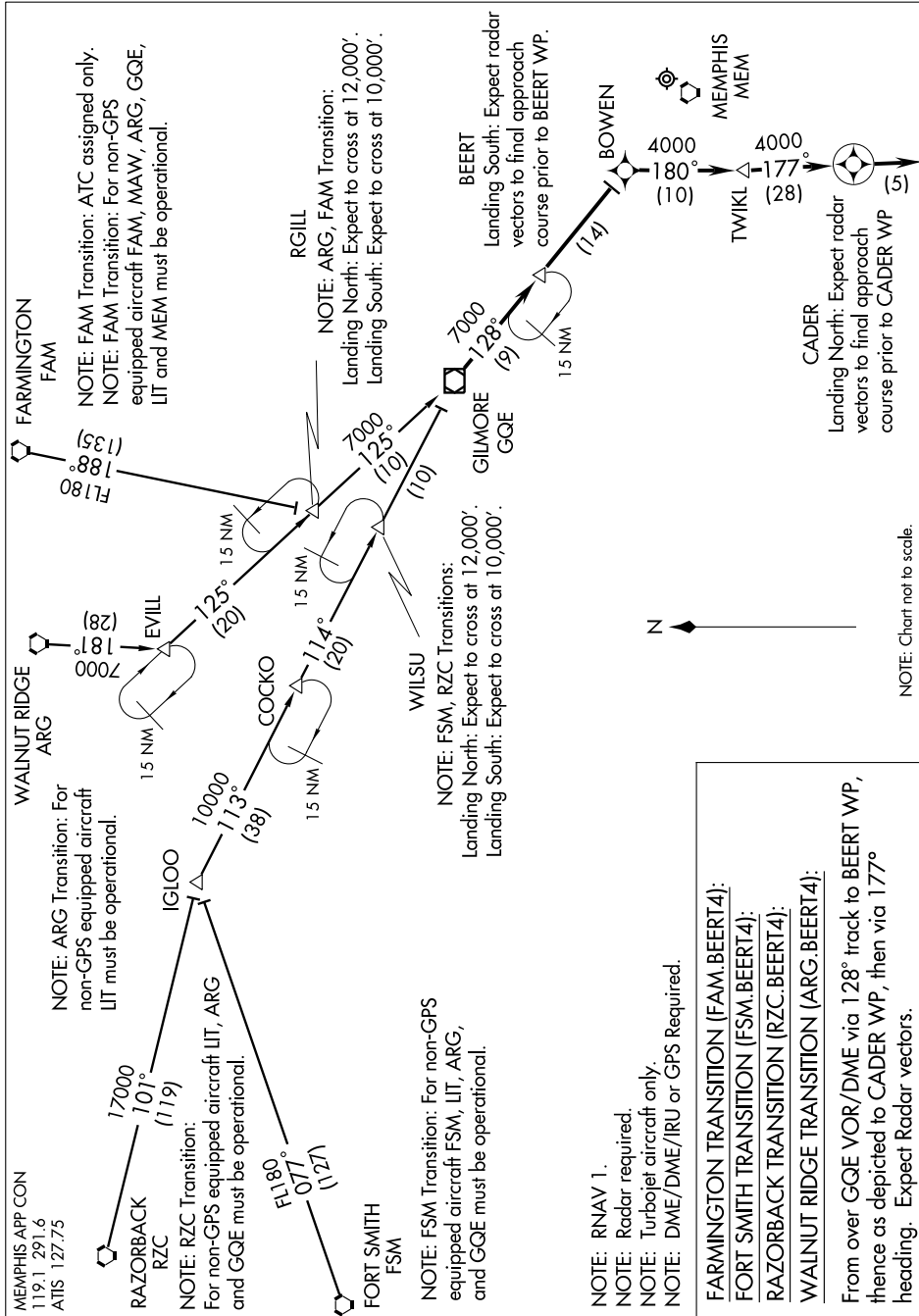
UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
S-17	1200-1¼ 976 (1000-1¼)	1200-1½ 976 (1000-1½)	1200-3 976 (1000-3)	NA
CIRCLING	1240-1¼ 1016 (1100-1¼)	1240-1½ 1016 (1100-1½)	1240-3 1016 (1100-3)	NA



BEERT FOUR ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

FARMINGTON TRANSITION (FAM.GQE3): From over FAM VORTAC via FAM R-188 to RGILL INT, then via GQE R-302 to GQE VOR/DME. Thence. . .

FORT SMITH TRANSITION (FSM.GQE3): From over FSM VORTAC via FSM R-076 to HERTZ INT, then via GQE R-276 to GQE VOR/DME. Thence. . .

RAZORBACK TRANSITION (RZC.GQE3): From over RZC VORTAC via RZC R-098 to IGLOO INT, then via GQE R-291 to GQE VOR/DME. Thence. . .

WALNUT RIDGE TRANSITION (ARG.GQE3): From over ARG VORTAC via ARG R-178 to EVILL INT, then via GQE R-302 to GQE VOR/DME. Thence. . .

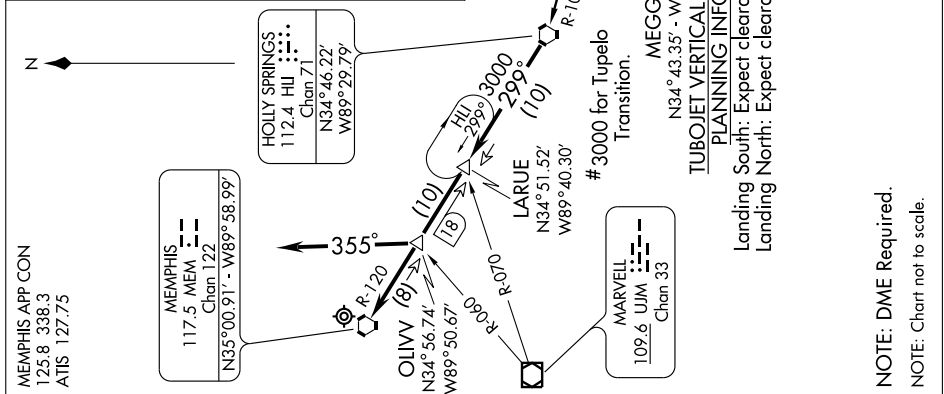
. . . .FROM OVER GQE VOR/DME

TURBOJETS/TURBOPROPS LANDING NORTH: From over GQE VOR/DME via MEM R-308 to BOWEN INT. Thence heading 175° for vector to final approach course.

TURBOJETS/TURBOPROPS LANDING SOUTH: From over GQE VOR/DME via MEM R-308 to MEM VORTAC. Expect vectors to final approach course passing GQE VOR/DME.

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over GQE VOR/DME via MEM R-308 to MEM VORTAC. Expect vectors to final approach course passing GQE VOR/DME.

CHOO CHOO TRANSITION (GQO.HLI1): From over GQO VORTAC via GQO R-262 and MSL R-081 to MSL VORTAC, then via MSL R-266 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence, . . .
HAMILTON TRANSITION (HAB.HLI1): From over HAB VORTAC via HAB R-299 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence, . . .
MUSCLE SHOALS TRANSITION (MSL.HLI1): From over MSL VORTAC via MSL R-266 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence, . . .
TUPELO TRANSITION (OTB.HLI1): From over OTB VOR/DME via OTB R-317 to MEGGY INT, then via HLI R-102 to HLI VORTAC. Thence, . . .
VULCAN TRANSITION (VUZ.HLI1): From over VUZ VORTAC via VUZ R-299 to CRAMM INT, then via HLI R-102 to HLI VORTAC. Thence, . . .
 **FROM OVER HLI VORTAC**
TURBOJETS/TURBOPROPS LANDING SOUTH: From over HLI VORTAC via MEM R-120 to OLIVV INT. Thence heading 355° for vector to final approach course.
TURBOJETS/TURBOPROPS LANDING NORTH: From over HLI VORTAC via MEM R-120 to MEM VORTAC. Expect vectors to final approach course passing HLI VORTAC.
NON-TURBINE AIRCRAFT ALL RUNWAYS: From over HLI VORTAC via MEM R-120 to MEM VORTAC. Expect vectors to final approach course passing HLI VORTAC.



LOC I-MEM <u>109.5</u>	APP CRS 091°	Rwy Idg 8946 TDZE 259 Apt Elev 341
----------------------------------	------------------------	---

ILS or LOC RWY 9

MEMPHIS INTL (MEM)

T For inoperative MALSR, increase S-ILS 9 Cat. E
A visibility to RVR 4000 and S-LOC 9 Cat. E visibility
to 1³/₄.

MALSR



MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via MEM R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON

119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

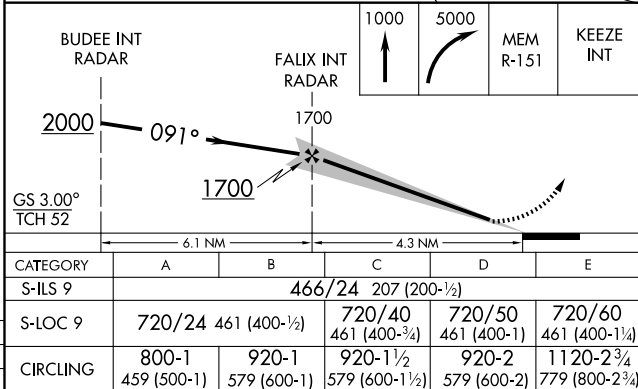
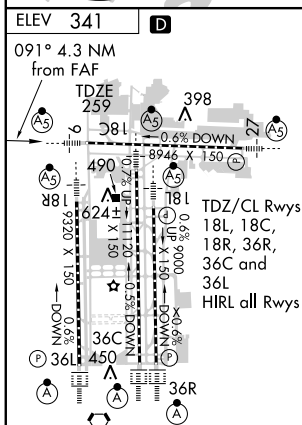
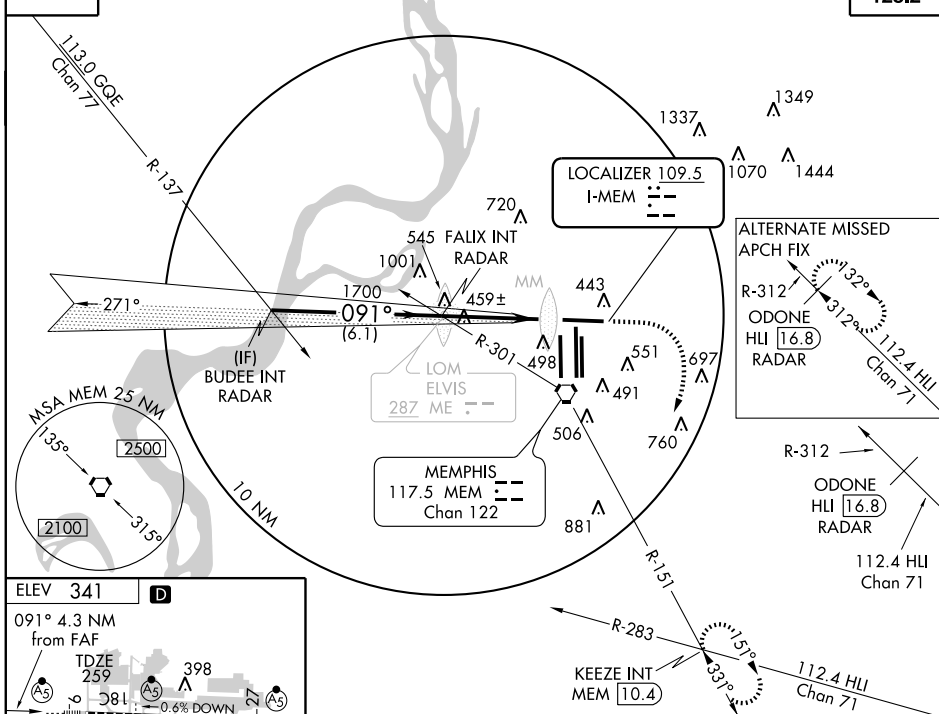
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

	GND CON		
(Rwy 9-27)		121.0	379.2
(Rwys 18C-36C, 18L-36R)		121.9	379.2
(Rwy 18R-36L)		121.65	379.2

ATIS
127.75

RADAR REQUIRED

1449^A CLNC DEL
125.2



LOC I-SDU	APP CRS	Rwy Idg	11120
111.95	178°	TDZE	290
		Apt Elev	341

ILS or LOC RWY 18C

MEMPHIS INTL (MEM)

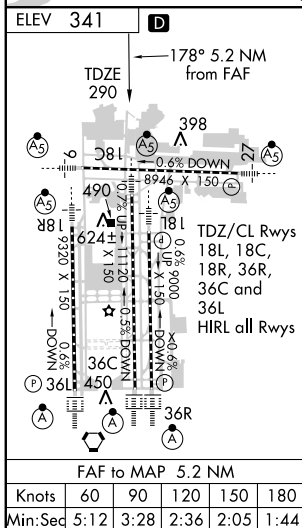
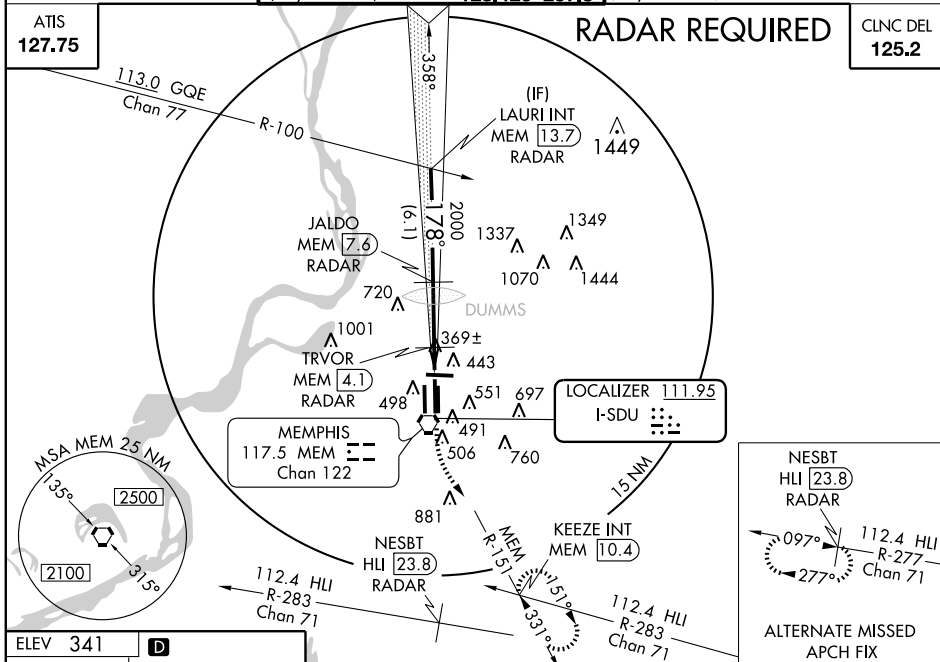
▼ For inoperative MALS/R, increase S-ILS 18C all Cats visibility to RVR 5000, S-LOC 18C Cat. E visibility to 2, TRVOR fix minimums increase S-LOC 18C Cat. E visibility to 1½.
▲ DME or Radar required.

MALS/R



MISSED APPROACH: Climb to 900 then climbing left turn to 5000 via MEM VORTAC R-151 to KEEZE IN/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6	(Rwy 9-27)	118.3	(Rwy 9-27)	121.0
125.8	338.3	(Rwys 18C-36C, 18L-36R)	119.7	(Rwys 18C-36C, 18L-36R)	121.9
	(356°-175°)	(Rwy 18R-36L)	128.425	(Rwy 18R-36L)	121.65
			257.8		379.2



LAURI INT MEM 13.7 RADAR		JALDO INT MEM 7.6 RADAR		TRVOR MEM 4.1 RADAR	
3000		2000		900	
GS 3.00° TCH 54		*LOC only *860		5000	
6.1 NM		3.5 NM		1.7 NM	
CATEGORY	A	B	C	D	E
S-ILS 18C	534/18 244 (200-½)				534/24 244 (200-½)
S-LOC 18C	860/24	570 (600-½)	860/50 570 (600-1)	860/60 570 (600-1½)	860-1½ 570 (600-1½)
CIRCLING	860-1 519 (600-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)
TRVOR FIX MINIMUMS					
S-LOC 18C	700/24	410 (400-½)	700/40	410 (400-¾)	700/50 410 (400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

LOC/DME I-EXS	APP CRS	Rwy Idg	9000
111.15	178°	TDZE	301
Chan 48(Y)		Apt Elev	341

ILS or LOC RWY 18L

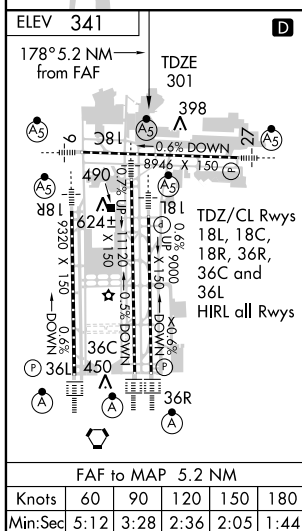
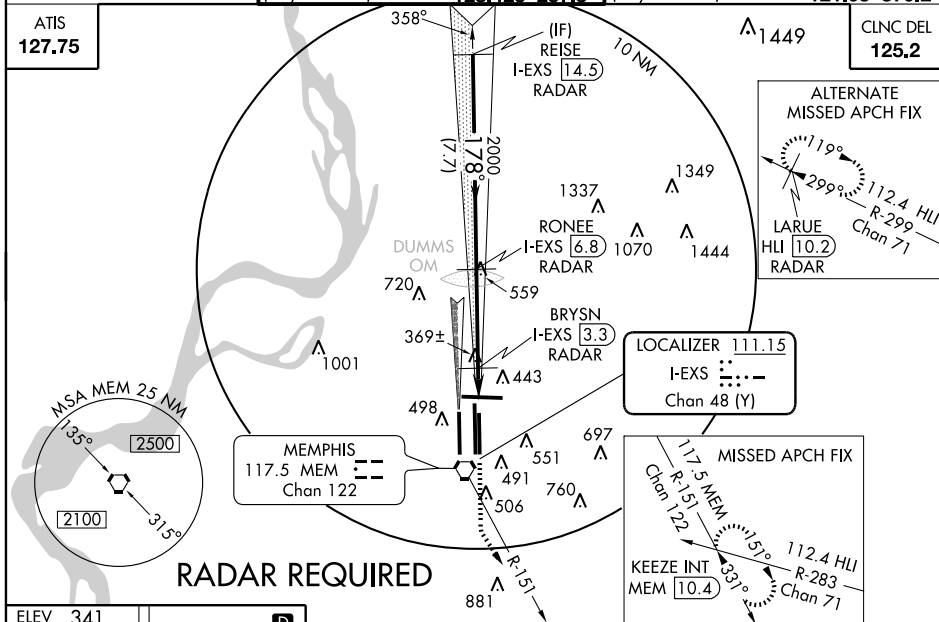
MEMPHIS INTL (MEM)

▼ For inoperative MALS/R, increase S-ILS 18L Cat. E visibility to RVR 4000, S-LOC 18L Cat. E visibility to $1\frac{3}{4}$, BRYSN Fix Minimums, increase S-LOC 18L Cats. D and E visibility to RVR 5000. DME or Radar Required.
 Simultaneous approach authorized with runway 18R.



MISSED APPROACH: Climb to 900 then climbing left turn to 5000 via MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
	(176°-355°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
125.8 338.3	(356°-175°)	(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2



<div>REISE I-EXS 14.5 RADAR</div> <div>RONEE I-EXS 6.8 RADAR</div> <div>900 ↑</div> <div>5000 MEM R-151</div> <div>KEEZE INT</div>						
<div>3000 178° 2000 *LOC only. 7.7 NM 3.5 NM 0.7 NM 0.9 NM</div> <div>BRYSN I-EXS 3.3 RADAR</div> <div>I-EXS 2.5</div> <div>I-EXS 1.7</div> <div>GS 3.00° TCH 60</div>						
CATEGORY	A		B	C	D	E
S-ILS 18L	501/18 200 (200-½)					501/24 200 (200-½)
S-LOC 18L	820/24	519 (500-½)	820/50 519 (500-1)	820/60	519 (500-1¼)	
CIRCLING	820-1 479 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)	
BRYSN FIX MINIMUMS						
S-LOC 18L	620/24 319 (300-½)			620/40	319 (300-¾)	
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)	

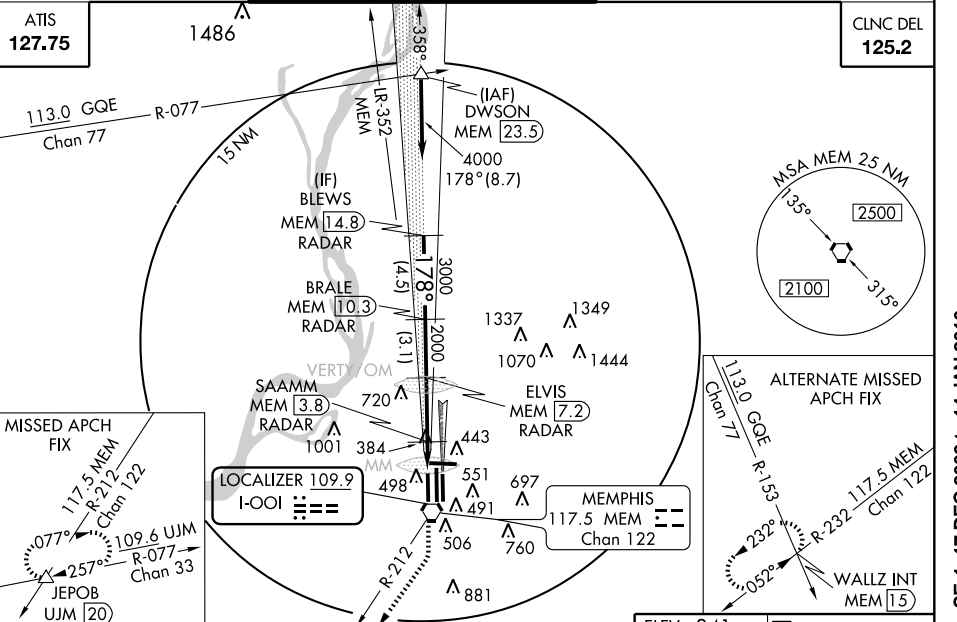
LOC I-001	APP CRS	Rwy Idg	9127
109.9	178°	TDZE	295
		Apt Elev	341

Simultaneous approach authorized with Rwy18L. DME or RADAR Required. For inoperative MALSR, increase S-ILS 18R Cat. E visibility to RVR 4000, S-LOC 18R Cat. E visibility to 2, SAAMM FIX minimums, increase S-LOC 18R Cat. E visibility to 1½.

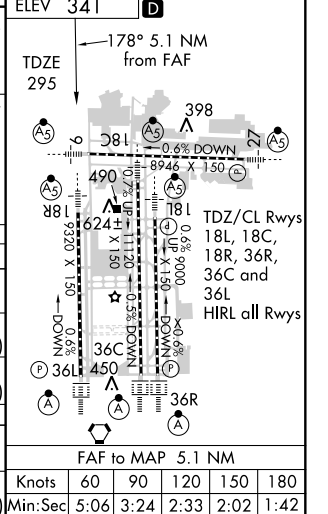
MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 5000 via MEM VORTAC R-212 to JEPOB INT/UJM 20 DME and hold

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8	338.3	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
	(176°-355°)	(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2
	(356°-175°)				



Procedure	BLEWS	BRALE	ELVIS	900		5000	JEPOB
	Turn MEM [14.8] NA RADAR	MEM [10.3] RADAR	MEM [7.2] RADAR	↑	↷ MEM R-212	△	
<p>4000 178° 3000 2000 2000 *840 2.1</p> <p>GS 3.00° TCH 52</p> <p>When assigned by ATC intercept glidepath at 3000.</p> <p>4.5 NM 3.1 NM 3.4 NM 1.7 NM</p> <p>*LOC only</p>							
CATEGORY	A		B	C	D	E	
S-ILS 18R	495/18 200 (200-½)					495/24 200 (200-½)	
S-LOC 18R	840/24	545 (500-½)	840/50 545 (500-1)	840/60 545 (500-1¼)	840-1½ 545 (500-1½)		
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)		
SAAMM FIX MINIMUMS							
S-LOC 18R	700/24	405 (400-½)	700/40 405 (400-¾)	700/50 405 (400-1)			
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)	1120-2¾ 779 (800-2¾)		



LOC I-JIM 108.7	APP CRS 271°	Rwy Idg TDZE Apt Elev	8946 292 341
---------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 27

MEMPHIS INTL (MEM)

▲ For inoperative MALSR, increase S-ILS 27
Cat. E visibility to RVR 4000 and S-LOC 27
Cat. E visibility to 1½.

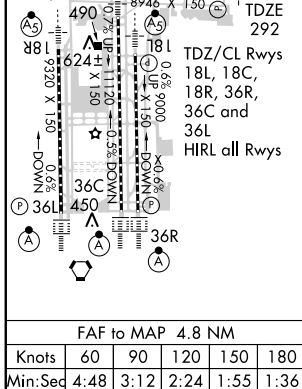
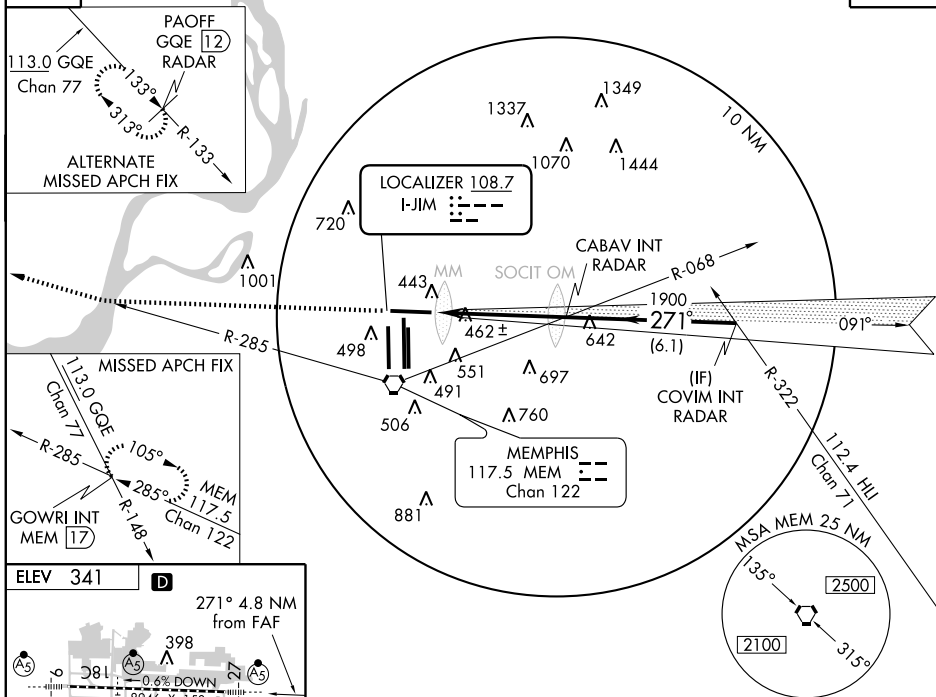
MALSR



MISSED APPROACH: Climb to 2500 and intercept MEM
VORTAC R-285, then continue climb to 5000 via MEM
VORTAC R-285 to GOWRI INT/MEM 17 DME and hold,
continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8	338.3	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

ATIS 127.75	RADAR REQUIRED	CLNC DEL 125.2
-----------------------	-----------------------	--------------------------



2500	MEM R-285	5000	GOWRI INT	CABAV INT RADAR	COVIM INT RADAR
VGSi and ILS Glidepath not coincident.					
1900, 271°, 1900					
4.8 NM, 6.1 NM					
GS 3.00° TCH 54					
CATEGORY	A	B	C	D	E
S-ILS 27	492/24 200 (200-½)				
S-LOC 27	720/24	428 (400-½)	720/40 428 (400-¾)	720/50	428 (400-1)
CIRCLING	800-1	920-1	920-1½	920-2	1120-2¾
	459 (500-1)	579 (600-1)	579 (600-1½)	579 (600-2)	779 (800-2¾)

LOC/DME I-TSE <u>110.5</u> Chan 42	APP CRS 358°	Rwy Idg 11120 TDZE 341 Apt Elev 341
--	------------------------	--

ILS or LOC RWY 36C
MEMPHIS INTL (MEM)

T For inoperative ALSF-2, increase S-ILS 36C Cat. E visibility to
A RVR 4000 and S-LOC 36C Cat. E visibility to 1½.
 DME or Radar required.

ALSF-2



MISSED APPROACH: Climb to 3000
via MEM VORTAC R-360 to
LAURI INT/MEM 13.7 DME and hold.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

	GND CON		
(Rwy 9-27)		121.0	379.2
(Rwys 18C-36C, 18L-36R)		121.9	379.2
(Rwy 18R-36L)		121.65	379.2

ATIS
127.75

CLNC DEL
125.2

ALTERNATE MISSED APCH FIX

GOBLE
HLI 37.2
RADAR

RADAR REQUIRED

MSA MEM 25 NM
135°
2500

MISSED APCH FIX

113.0 GQE
R-100
Chan 77
LAURI INT
MEM 13.7
R-360
180°
360°

ELEV 341

D

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

3000
↑
MEM
R-360

LAURI INT

GINIE
I-TSE 6.9
RADAR

NESBT INT
I-TSE 13.2
RADAR

3000

358°

2000

2000

I-TSE 1.9

I-TSE 3

IM

MM

GS 3.00°
TCH 60

CATEGORY	A	B	C	D	E
S-ILS 36C	541/18 200 (200-½)				541/24 200 (200-½)
S-LOC 36C	740/24 399 (400-½)			740/40 399(400-¾)	740/50 399(400-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

LOC/DME I-OHN 108.9 Chan 26	APP CRS 358°	Rwy Idg TDZE Apt Elev	9320 321 341
---	------------------------	-----------------------------	---

ILS or LOC RWY 36L

MEMPHIS INTL (MEM)

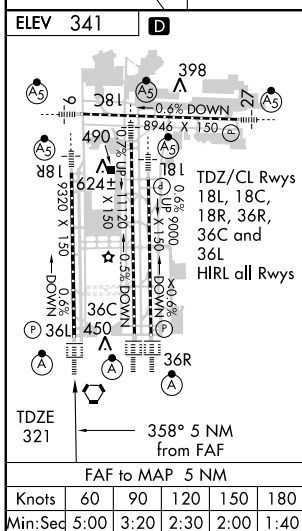
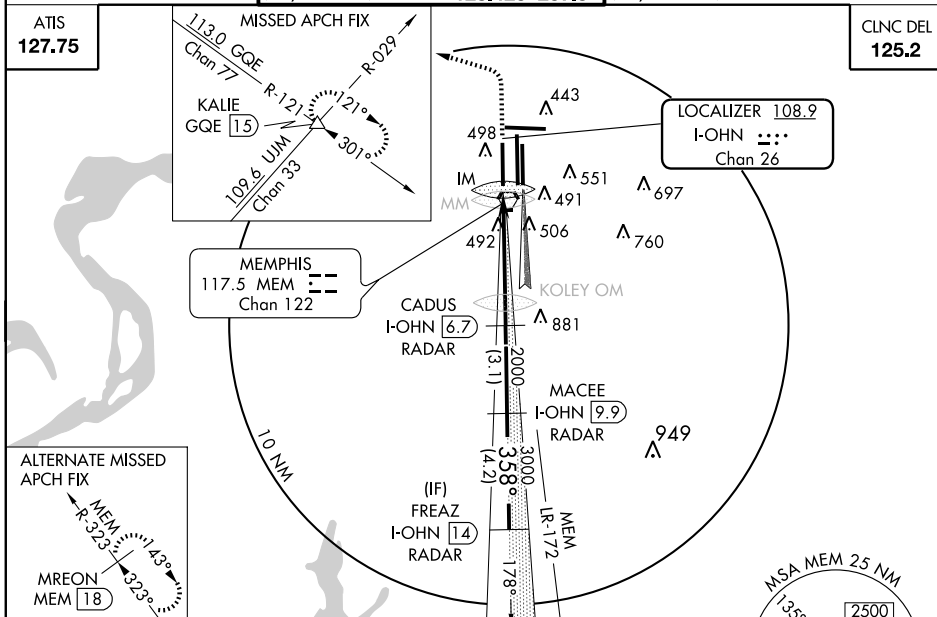
Simultaneous approach authorized with runway 36R.
For inoperative ALSF, increase S-ILS 36L Cat. E
visibility to RVR 4000 and S-LOC 36L visibility to 1½.
DME or Radar required.

ALSF-2



MISSED APPROACH: Climb to 1000 then climbing
 left turn to 5000 via heading 330° and GQE
 VOR/DME R-121 to KALIE INT/GQE 15 DME and
 hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	118.3 257.8 (Rwy 9-27)	121.0 379.2 (Rwy 9-27)
125.8 338.3 (356°-175°)	119.7 257.8 (Rwys 18C-36C, 18L-36R)	121.9 379.2 (Rwys 18C-36C, 18L-36R)
	128.425 257.8 (Rwy 18R-36L)	121.65 379.2 (Rwy 18R-36L)



1000	5000	KALIE I-OHN [1.7]	CADUS I-OHN [6.7]	MACEE I-OHN [9.9]	FREAZ I-OHN [14]
hdg 330° GQE R-121					
0.1	1 NM	3.9 NM	3.1 NM	4.2 NM	
CATEGORY	A	B	C	D	E
S-ILS 36L	521/18	200 (200-½)			521/24 200 (200-½)
S-LOC 36L	760/24	439 (500-½)	760/40 439 (500-¾)	760/50	439 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)	1120-2¾ 779 (800-2¾)

LOC/DME I-MYO <u>111.35</u> Chan 50 (Y)	APP CRS 358°	Rwy Idg 9000 TDZE 335 Apt Elev 341
---	------------------------	---

ILS or LOC RWY 36R

MEMPHIS INTL (MEM)

T For inoperative ALSF, increase S-ILS 36R Cat. E visibility to RVR 4000 and S-LOC 36R Cat. E visibility to 1½.
A Simultaneous approach authorized with Rwy 36L. DME or Radar required.

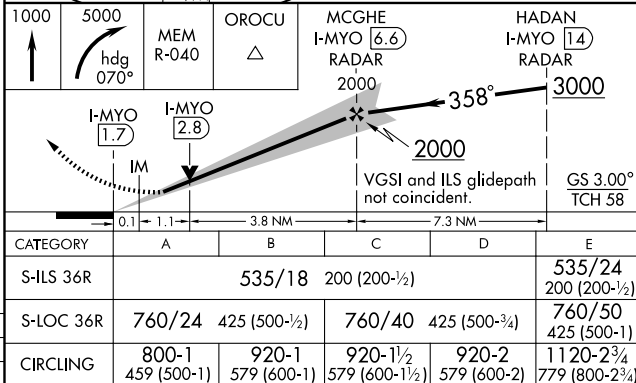
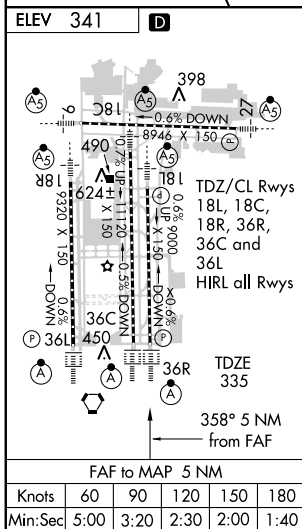
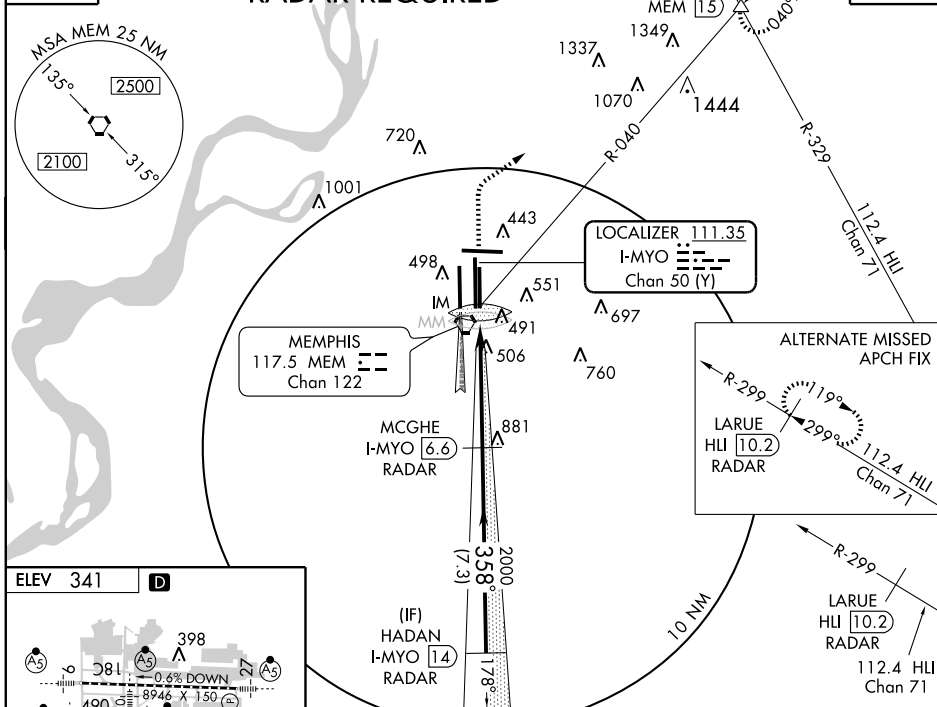
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON			MEMPHIS TOWER		GND CON		
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2	
			(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2	
125.8	338.3	(356°-175°)	(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2	



ATIS 127.75			CLNC DEL 125.2
-----------------------	---	---	--------------------------

RADAR REQUIRED



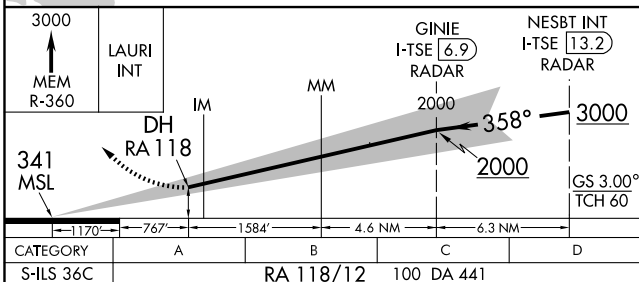
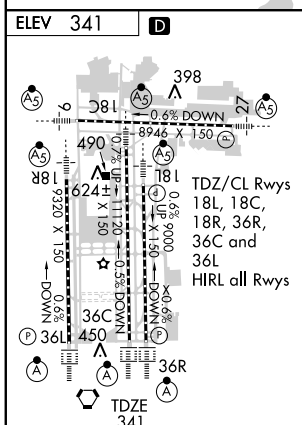
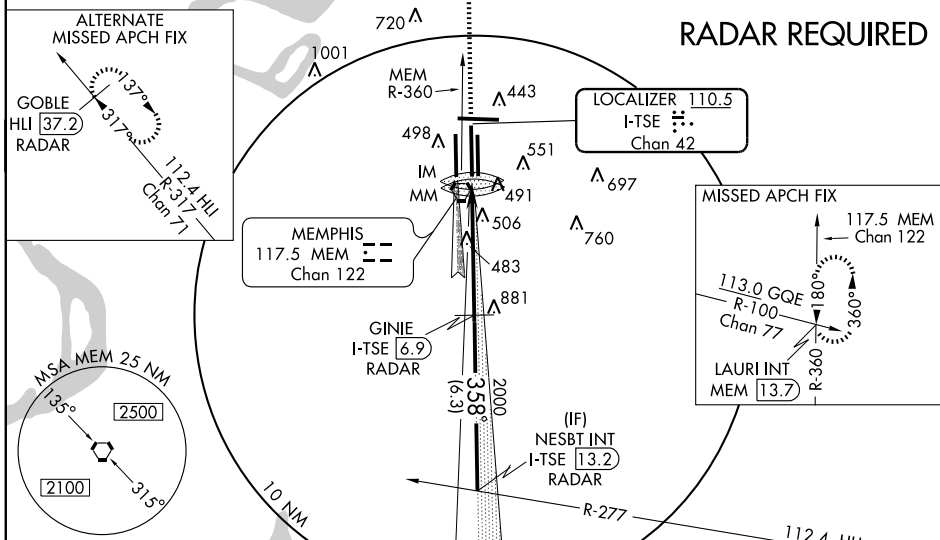
LOC/DME I-TSE <u>110.5</u> Chan 42	APP CRS 358°	Rwy Idg 11120 TDZE 341 Apt Elev 341
--	------------------------	--

ILS RWY 36C (CAT II)
MEMPHIS INTL (MEM)

	ALSF-2 	MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.
---	---	---

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)
	(176°-355°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)
125.8	338.3	(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)
	(356°-175°)				

ATIS 127.75		1337 Δ Δ 1349 1070 Δ Δ 1444	CLNC DEL 125.2
-----------------------	--	--	--------------------------



CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-TSE 110.5 Chan 42	APP CRS 358°	Rwy Idg 11120 TDZE 341 Apt Elev 341
---	------------------------	--

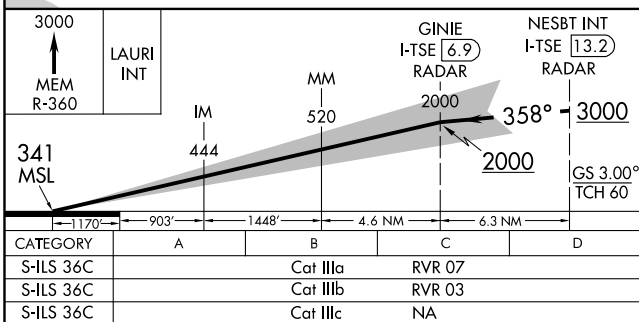
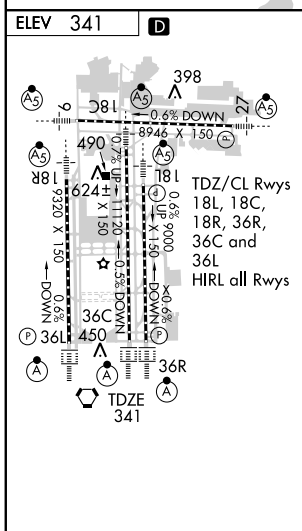
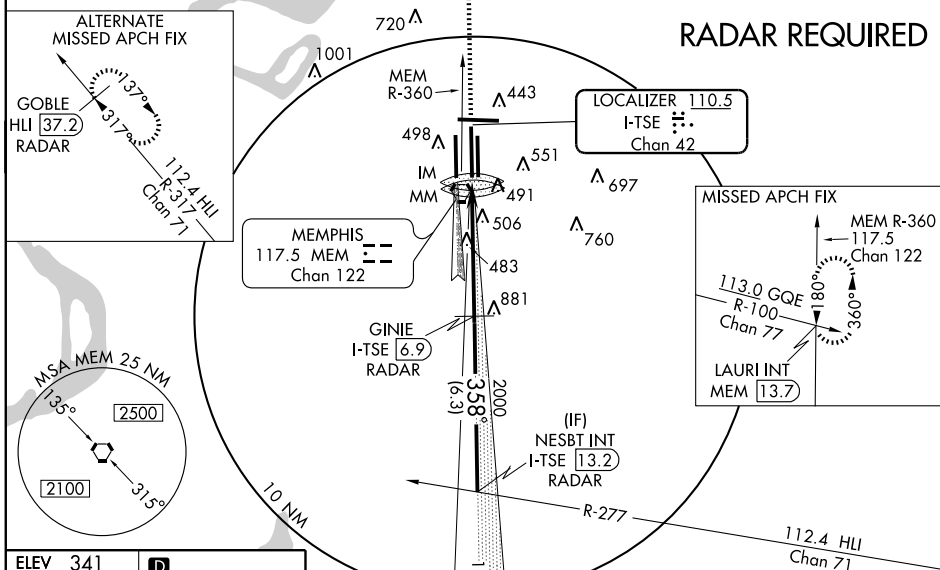
ILS RWY 36C (CAT III)

MEMPHIS INTL (MEM)

	ALSF-2 	MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.
--	------------	---

MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
---	--	---

ATIS 127.75	CLNC DEL 125.2
-----------------------	--------------------------



**CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

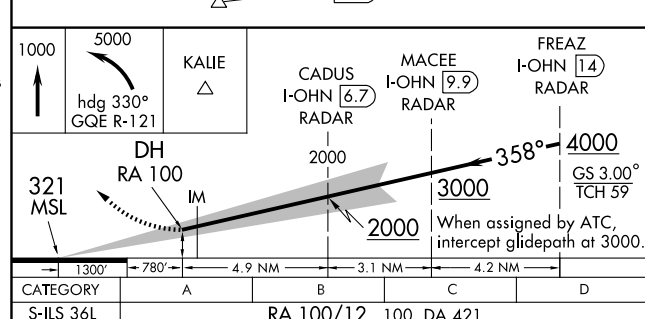
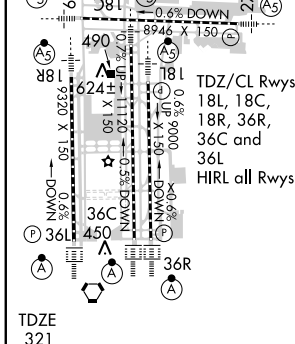
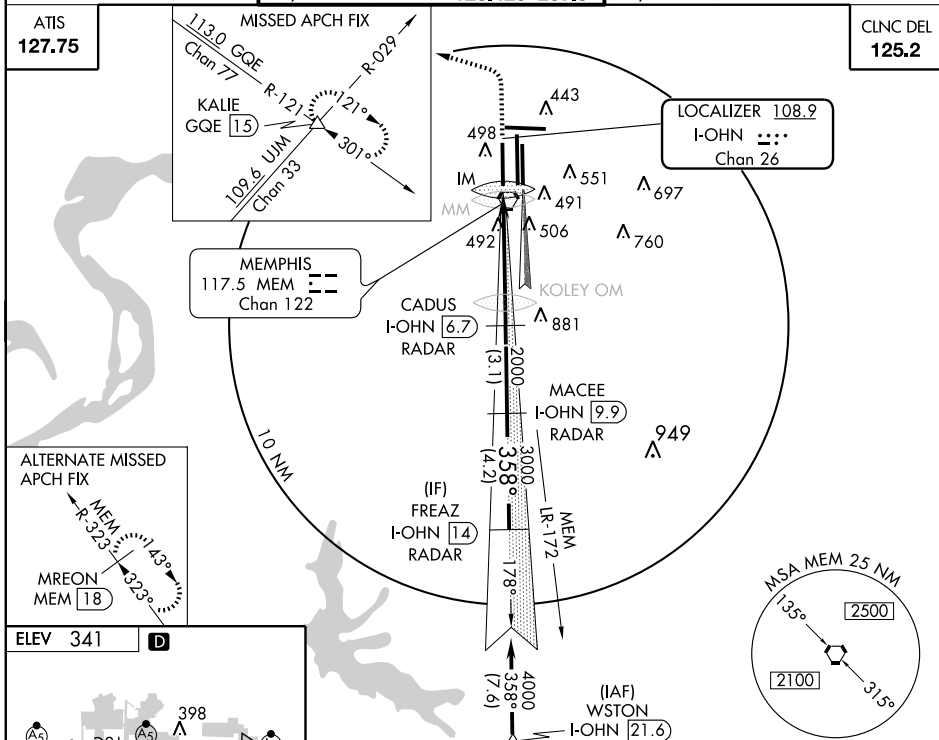
LOC/DME I-OhN 108.9 Chan 26	APP CRS 358°	Rwy Idg TDZE Apt Elev	9320 321 341
---	------------------------	-----------------------------	---

ILS RWY 36L (CAT II)

MEMPHIS INTL (MEM)

<p>Simultaneous approach authorized with runway 36R. DME or Radar required.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.</p>
--	---------------	---

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	118.3 257.8 (Rwy 9-27)	121.0 379.2 (Rwy 9-27)
125.8 338.3 (356°-175°)	119.7 257.8 (Rwys 18C-36C, 18L-36R)	121.9 379.2 (Rwys 18C-36C, 18L-36R)
	128.425 257.8 (Rwy 18R-36L)	121.65 379.2 (Rwy 18R-36L)



**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-OHN 108.9 Chan 26	APP CRS 358°	Rwy Idg TDZE Apt Elev	9320 321 341
--	------------------------	-----------------------------	---

ILS RWY 36L (CAT III)

MEMPHIS INTL (MEM)

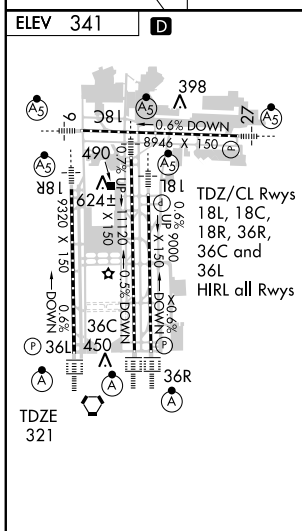
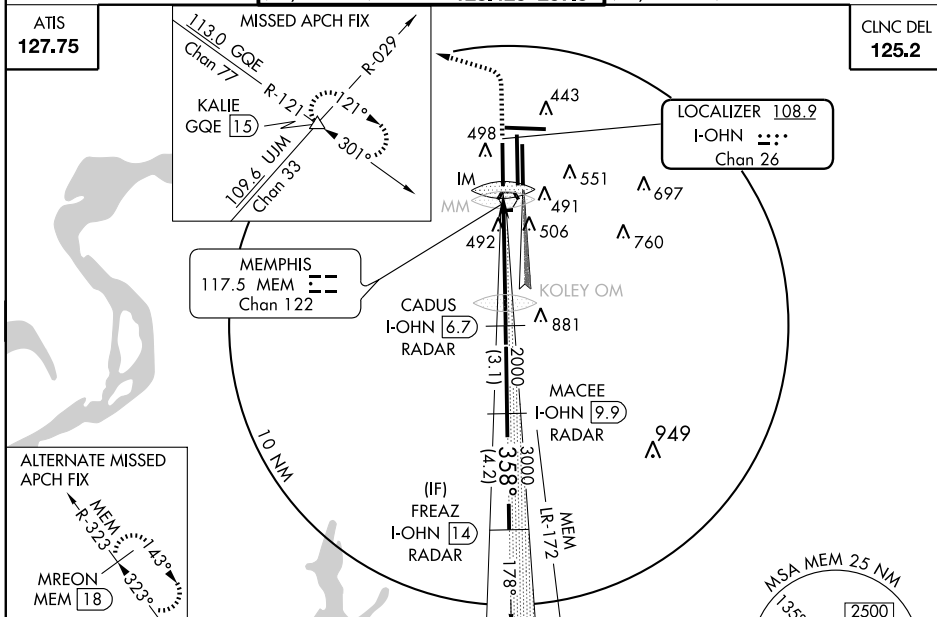
Simultaneous approach authorized with runway 36R.
DME or Radar required.

ALSF-2



MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	118.3 257.8 (Rwy 9-27)	121.0 379.2 (Rwy 9-27)
125.8 338.3 (356°-175°)	119.7 257.8 (Rwys 18C-36C, 18L-36R)	121.9 379.2 (Rwys 18C-36C, 18L-36R)
	128.425 257.8 (Rwy 18R-36L)	121.65 379.2 (Rwy 18R-36L)



1000	5000	KALIE	CADUS	MACEE	FREAZ
↑	hdg 330° GQE R-121	△	I-OHN [6.7] RADAR	I-OHN [9.9] RADAR	I-OHN [14] RADAR
321 MSL	428	2000	2000	3000	4000
1300'	867'	4.9 NM	3.1 NM	4.2 NM	
CATEGORY	A	B	C	D	
S-ILS 36L		CAT IIIa	RVR 07		
S-ILS 36L		CAT IIIb	RVR 03		
S-ILS 36L		CAT IIIc	NA		

**CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-MYO 111.35 Chan 50 (Y)	APP CRS 358°	Rwy Idg TDZE Apt Elev 9000 335 341
--	------------------------	--

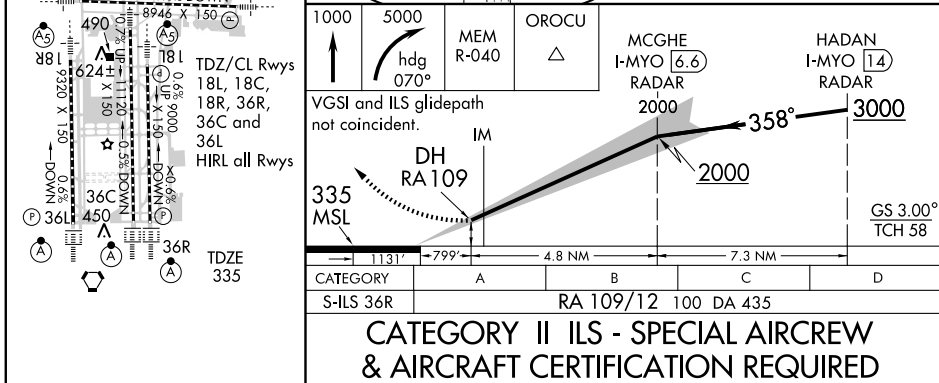
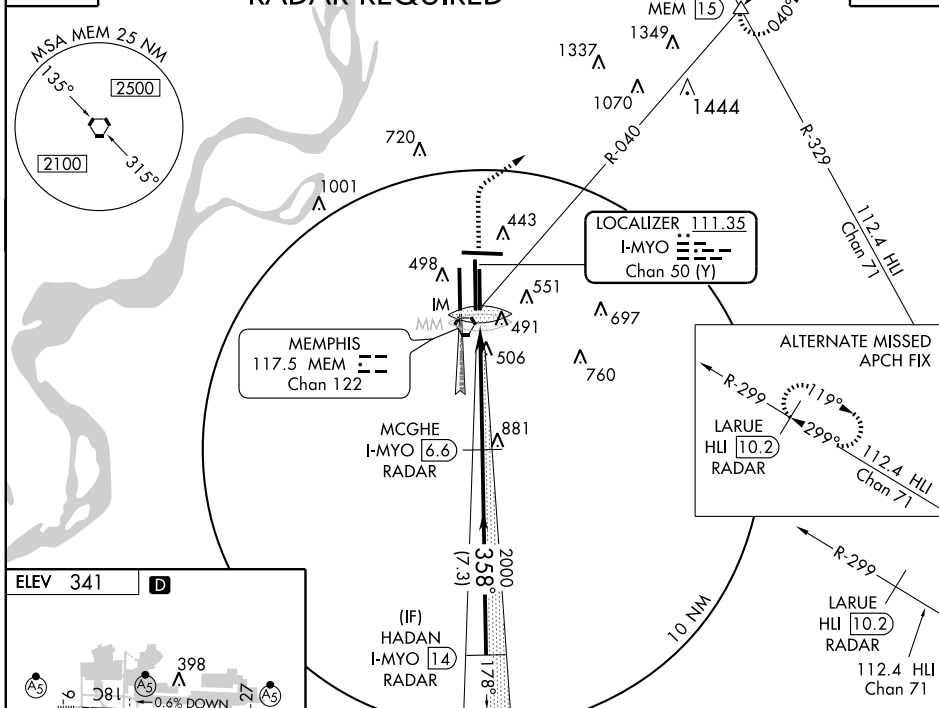
ILS RWY 36R (CAT II)

MEMPHIS INTL (MEM)

<p>Simultaneous approach authorized with Rwy 36L. DME or Radar required.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 1.5 DME and hold, continue climb-in-hold to 5000.</p>
--	---------------	---

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

ATIS 127.75	RADAR REQUIRED	CLNC DEL 125.2
-----------------------	-----------------------	--------------------------



LOC/DME I-MYO	APP CRS	Rwy Idg	9000
111.35	358°	TDZE	335
Chan 50 (Y)		Apt Elev	341

ILS RWY 36R (CAT III)

MEMPHIS INTL (MEM)

Simultaneous approach authorized with Rwy 36L.
DME or Radar required.

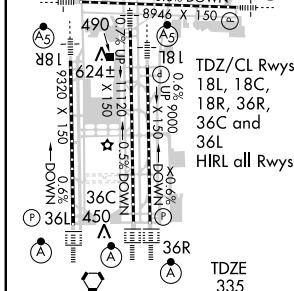
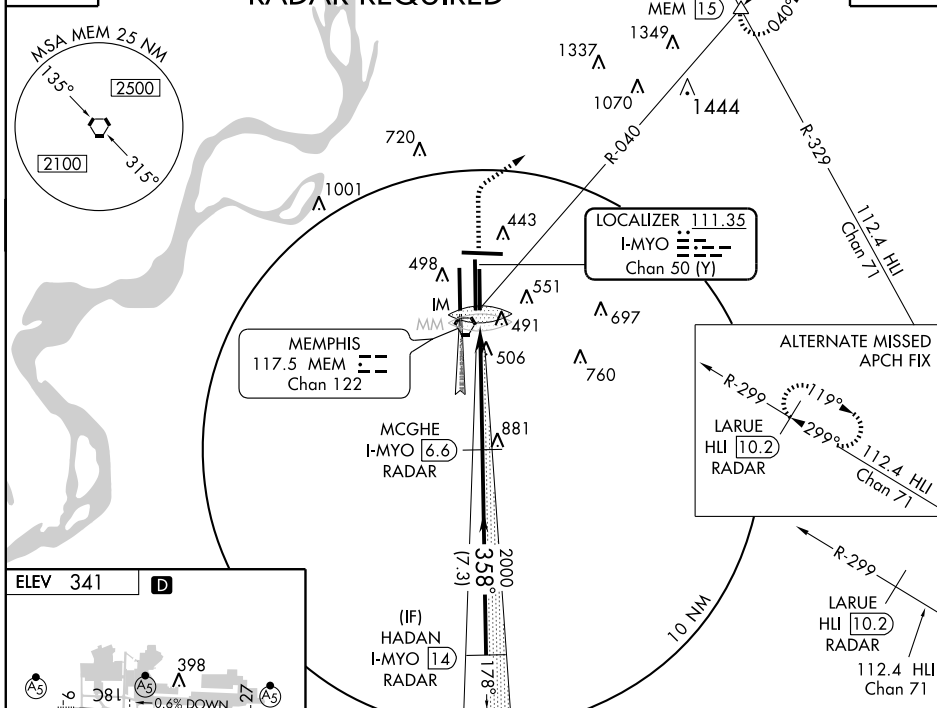
ALSF-2



MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM 1.5 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

ATIS 127.75	RADAR REQUIRED	CLNC DEL 125.2
-----------------------	-----------------------	--------------------------



1000	5000	MEM R-040	OROCU	MCGHE I-MYO 6.6	HADAN I-MYO 14
↑	hdg 070°			2000	3000
VGSI and ILS glidepath IM not coincident.				2000	3000
335 MSL					GS 3.00° TCH 58
1131'	844'	4.8 NM	7.3 NM		
CATEGORY	A	B	C	D	
S-ILS 36R		CAT IIIa	RVR07		
S-ILS 36R		CAT IIIb	RVR03		
S-ILS 36R		CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LARUE THREE ARRIVAL (RNAV)

MEMPHIS APP CON
291.6 (176°-355°)
338.3 (356°-175°)
ATIS 127.75

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: Turbojet aircraft only.

EYEBU

Landing South:
Expect radar vectors to find
course prior to EYEBU

CLARK

MEMPHI
MEM

10

HOLLY SPRINGS
HLI

LARUE
Landing North:
Expect radar vectors to final
course prior to LARUE

MEGGY

Landing North: Expect to cross at 10,000'.
Landing South: Expect to cross at 12,000'.

СРАВНЕНИЕ

HAMILTON

MUSCLE SHOALS

CHOO CHOO

VULCAN

NOTE: Chart not to scale.

CHOO CHOO TRANSITION (GQO.LARUE3):

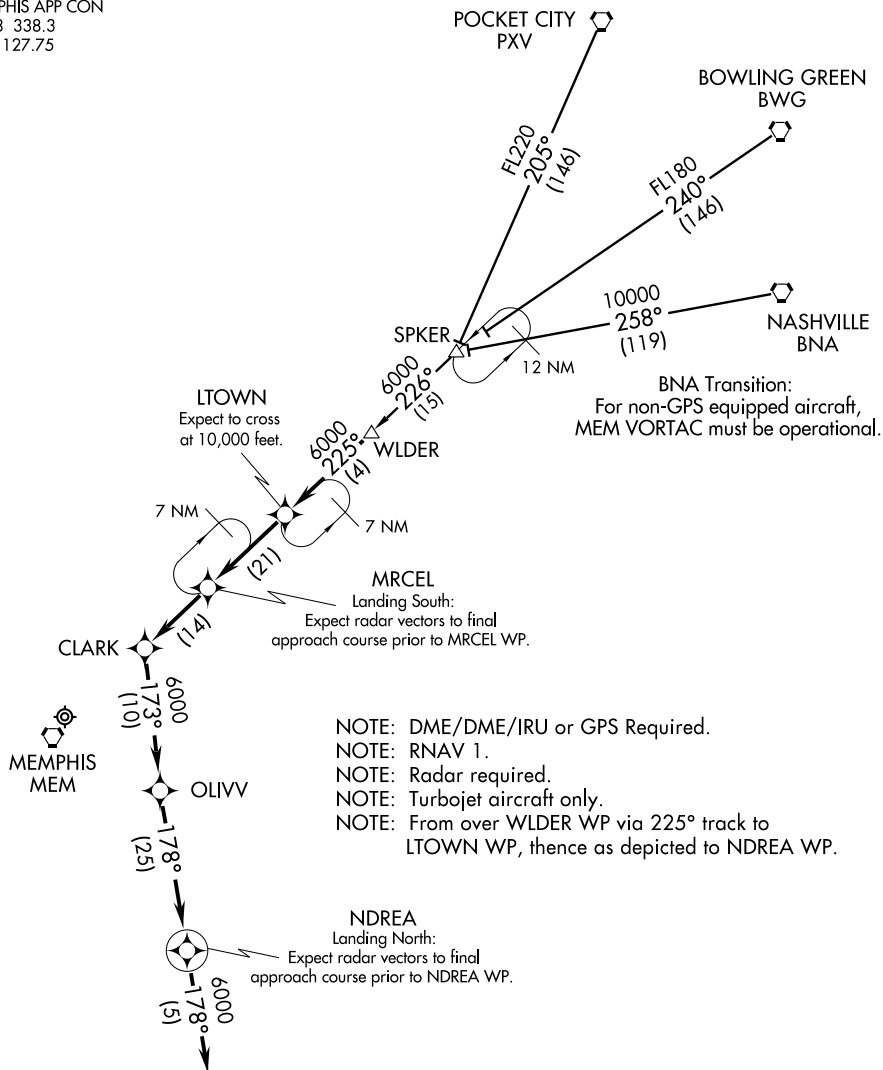
WULCAN TRANSITION (VUZ.LARUE3):

From over HLI VORTAC via 301° track to LARUE WP, thence as depicted to EYEBU.

(LTOWN.LTOWN4) 08269 ST-253 (FAA)
LTOWN FOUR ARRIVAL (RNAV)

MEMPHIS INTL
MEMPHIS, TENNESSEE

MEMPHIS APP CON
125.8 338.3
ATIS 127.75



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: Turbojet aircraft only.
NOTE: From over WLDER WP via 225° track to LTOWN WP, thence as depicted to NDREA WP.

NOTE: Chart not to scale.

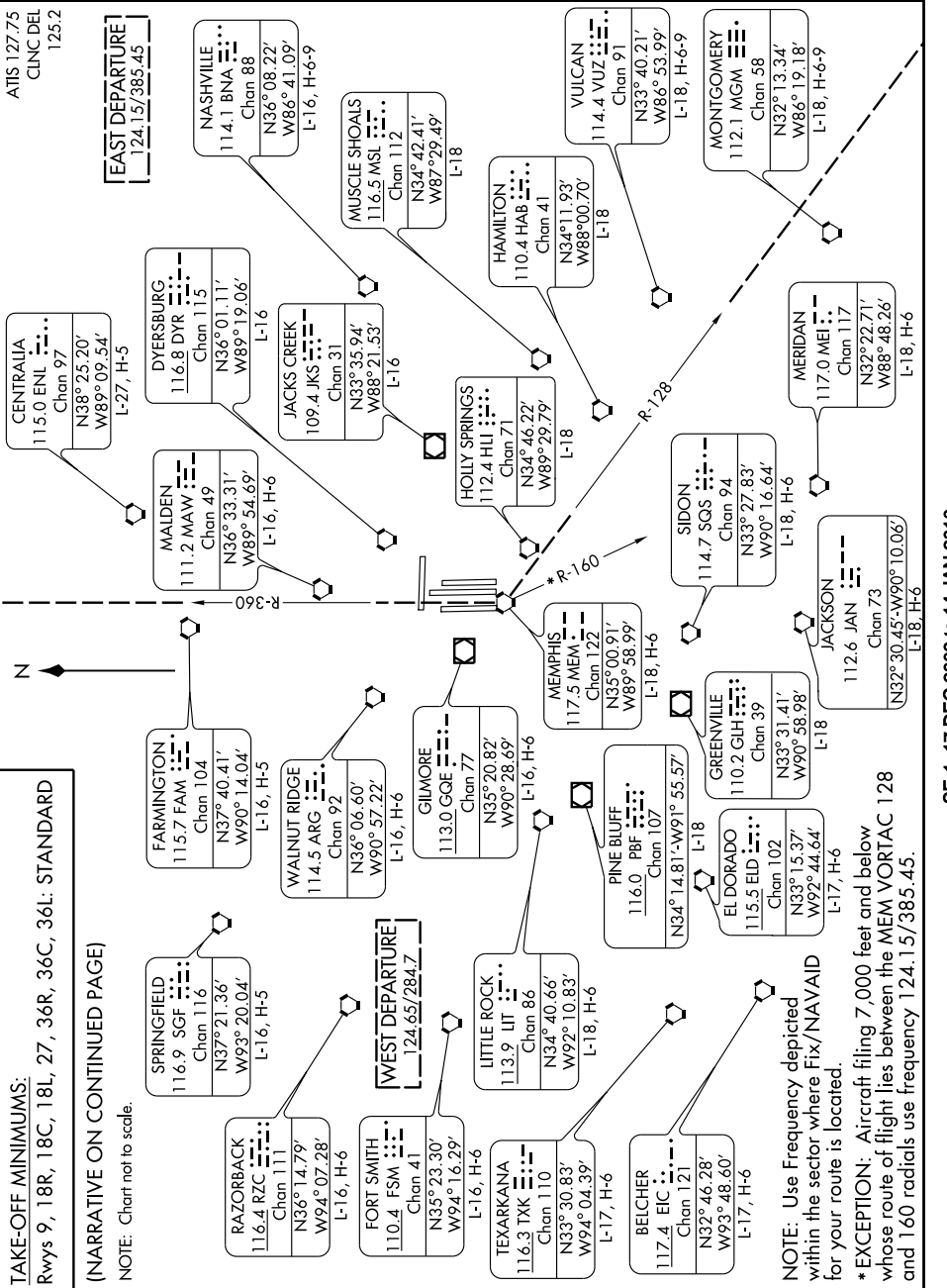
BOWLING GREEN TRANSITION (BWG.LTOWN4):

NASHVILLE TRANSITION (BNA.LTOWN4):

POCKET CITY TRANSITION (PXV.LTOWN4):

From over WLDER WP via 225° track to LTOWN WP then via 225° track to MRCEL WP then via 225° track to CLARK WP then via 173° track to OLIVV WP then via 178° track to NDREA WP then via 178° heading. Expect radar vectors.

SE-1. 17 DEC 2009 to 14 JAN 2010





DEPARTURE DESCRIPTION

Cleared as filed. Climb via runway heading or as assigned for vectors to join filed route. Make no turns before leaving 700 feet.

TURBOJET AIRCRAFT: Maintain 5,000 feet or assigned altitude.

PROPELLER AIRCRAFT: Maintain 3,000 feet or assigned altitude.

Expect clearance to requested altitude/flight level ten minutes after departure.

TAKEOFF OBSTACLE NOTES

RUNWAY 9:

Tree 2972 feet from DER, 1145 feet left of centerline, 80 feet AGL/390 feet MSL.

Pole 1526 feet from DER, 799 feet left of centerline, 52 feet AGL/342 feet MSL.

Tree 2802 feet from DER, 954 feet left of centerline, 63 feet AGL/373 feet MSL.

RUNWAY 18R:

Trees beginning 1552 feet from DER, 789 feet right of centerline, up to 96 feet AGL/420 feet MSL. Trees beginning 2619 feet from DER, 1011 feet left of centerline, up to 102 feet AGL/452 feet MSL. VORTAC 3255 feet from DER, 1046 feet left of centerline, 47 feet AGL/407 feet MSL. POLE 3305 feet from DER, 1019 feet left of centerline, 52 feet AGL/412 feet MSL.

RUNWAY 18C:

Trees beginning 1704 feet from DER, 507 feet right of centerline, up to 108 feet AGL/435 feet MSL. Tree 2786 feet from DER, 287 feet left of centerline, 94 feet AGL/413 feet MSL.

RUNWAY 18L:

Multiple trees beginning 1265 feet from DER, 601 feet left of centerline, up to 105 feet AGL/419 feet MSL. Multiple trees beginning 2690 feet from DER, 224 feet right of centerline, up to 104 feet AGL/413 feet MSL.

RUNWAY 27:

Tree 805 feet from DER, 682 feet right of centerline, 90 feet AGL/324 feet MSL.

Antenna 5502 feet from DER, 1498 feet left of centerline, 143 feet AGL/407 feet MSL.

Tree 4236 feet from DER, 1382 feet left of centerline, 133 feet AGL/361 feet MSL.

RUNWAY 36C:

Pole 1994 feet from DER, 928 feet right of centerline, 65 feet AGL/336 feet MSL.

WAAS

CH 40407

W36B

APP CRS

358°

Rwy Idg

TDZE

Apt Elev

11120

341

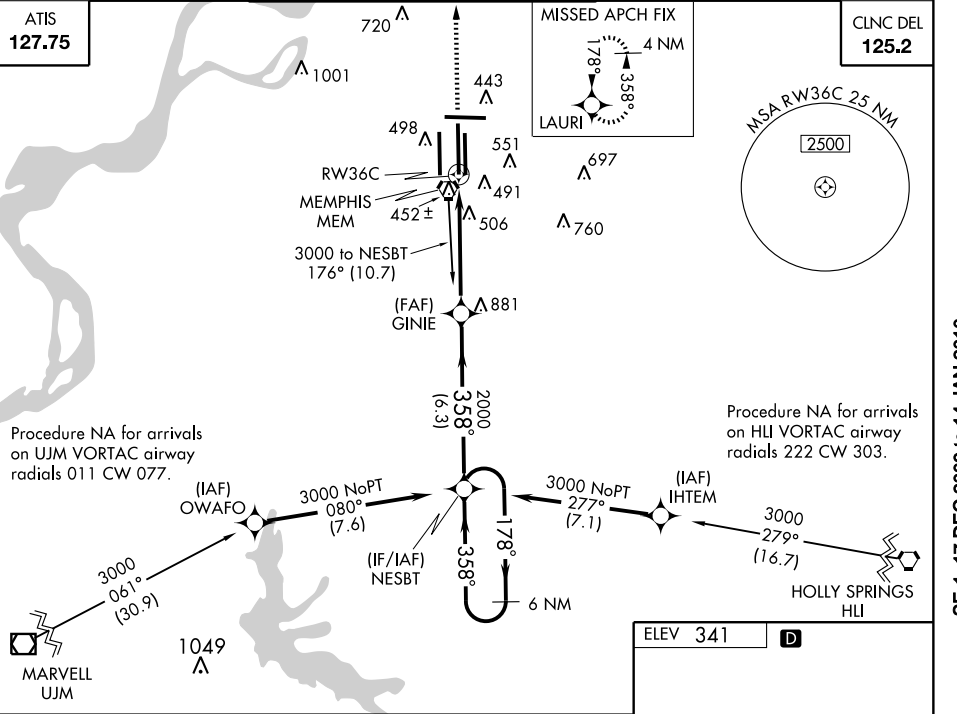
341

For inoperative ALSF, increase LPV all Cats. visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct LAURI and hold.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
(Rwy 9-27)		(Rwy 9-27)		(Rwy 9-27)	
119.1 291.6 (176°-355°)		118.3 257.8		121.0 379.2	
125.8 338.3 (356°-175°)		119.7 257.8		121.9 379.2	
		(Rwy 18C-36C, 18L-36R)		(Rwy 18C-36C, 18L-36R)	
		(Rwy 18R-36L)		(Rwy 18R-36L)	
		128.425 257.8		121.65 379.2	



6 NM Holding Pattern

3000

178°

358°

358°

2000

6.3 NM

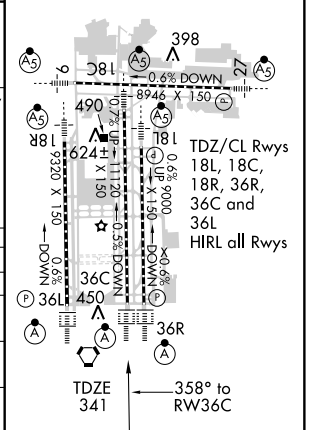
3.8 NM

1.1 NM

GS 3.00°

TCH 60

CATEGORY	A	B	C	D
LPV DA	665/24 324 (400-½)			
LNAV/VNAV DA	728/40 387 (400-¾)			
LNAV MDA	760/24 419 (500-½)		760/40 419 (500-¾)	760/50 419 (500-1)
CIRCLING	800-1 459 (500-1)	920-1 579 (600-1)	920-1½ 579 (600-1½)	920-2 579 (600-2)



SE-1, 17 DEC 2009 to 14 JAN 2010

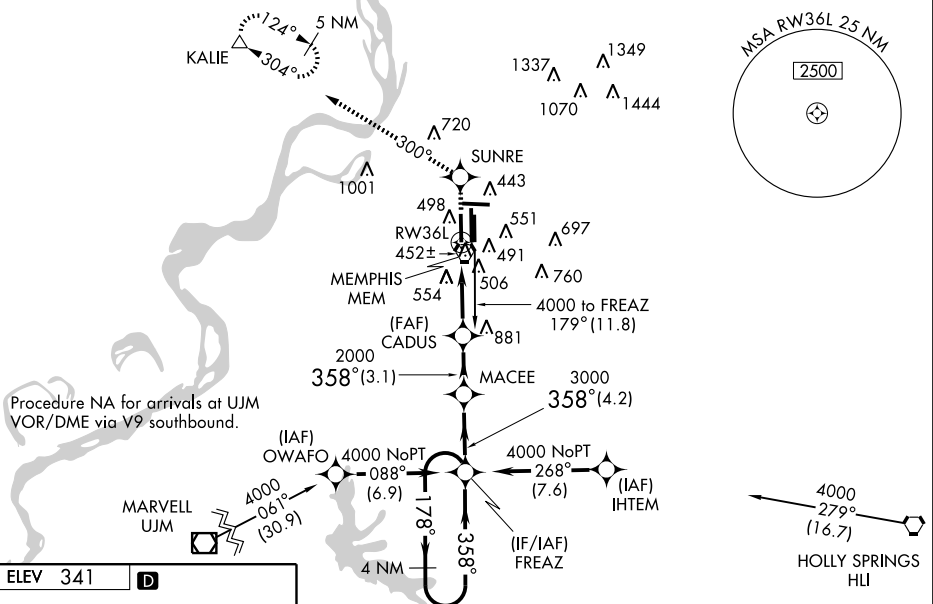
For inoperative ALSF, increase LPV all Cats visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

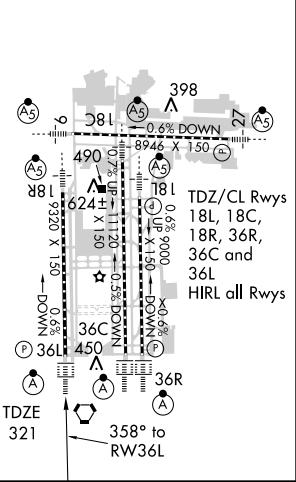
MISSED APPROACH: Climb to 5000 direct SUNRE and via 300° track to KALIE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
			(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
125.8	338.3	(3566-175°)	(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2

ATIS	CLNC DEL
127.75	125.2



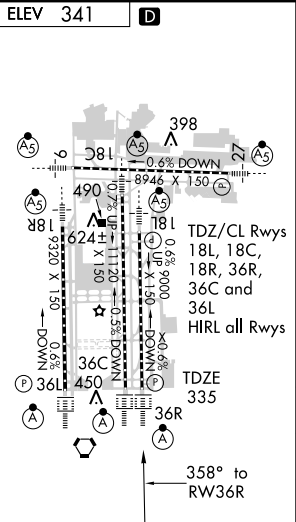
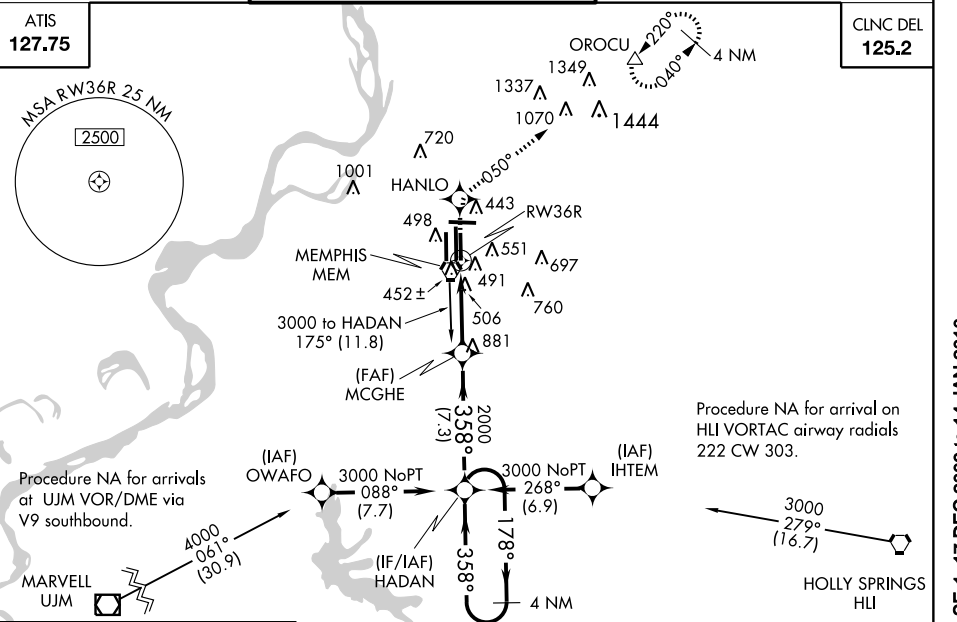
ELEV 341	D
----------	---



5000	SUNRE	trk 300°	KALIE	4 NM Holding Pattern
*LNAV only.				
RW36L				
*1.2 NM to RW36L				
MACEE				
CADUS				
FREAZ				
4000				
358°				
178°				
3000				
2000				
1.2 3.8 NM 3.1 NM 4.2 NM				
CATEGORY	A	B	C	D
LPV DA	673/40 352 (400-¾)			
LNAV/VNAV DA	732/50 411 (400-1)			
LNAV MDA	780/24	459 (500-½)	780/40	780/50
			459 (500-¾)	459 (500-1)
CIRCLING	800-1	920-1	920-1½	920-2
	459 (500-1)	579 (600-1)	579 (600-1½)	579 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

<div>WAAS</div> <div>CH 49107</div> <div>W36D</div>	For inoperative ALSF, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.		ALSF-2	MISSED APPROACH: Climb to 5000 direct HANLO and via 050° track to OROCU and hold, continue climb-in-hold to 5000.
	MEMPHIS APP CON		GND CON	
	119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27)	121.0 379.2
	125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L)	121.65 379.2



5000	HANLO	050° trk	OROCU	VGSI and RNAV glidepath not coincident.	4 NM Holding Pattern
* LNAV Only					
* 1.2 NM to RW36R					
MCGHE					
RW36R					
358°					
2000					
1.2 NM 3.8 NM 7.3 NM					
CATEGORY	A	B	C	D	
LPV DA	639/24		304 (300-½)		
LNAV/VNAV DA	729/40		394 (400-¾)		
LNAV MDA	760/24	425 (500-½)	760/40	760/50	
			425 (500-¾)	425 (500-1)	
CIRCLING	800-1	920-1	920-1½	920-2	
	459 (500-1)	579 (600-1)	579 (600-1½)	579 (600-2)	

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS CH 97507 W18D	APP CRS 178°	Rwy Idg 11120 TDZE 290 Apt Elev 341
--	------------------------	--

RNAV (GPS) Z RWY 18C

MEMPHIS INTL (MEM)

▼ For inoperative MALS/R, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 5000 direct CEDEN and via track 135° to KEEZE and hold, continue climb-in-hold to 5000.

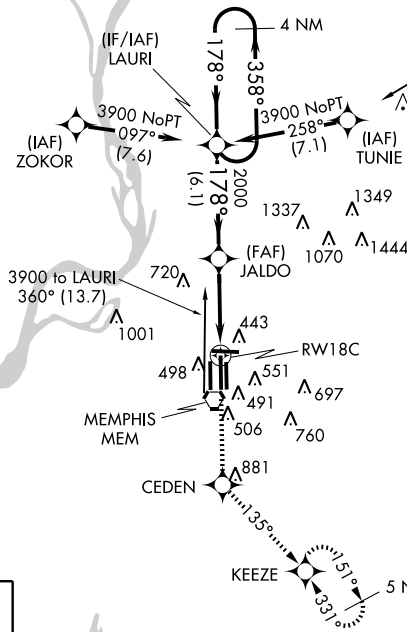
MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6	(Rwy 9-27)	118.3	257.8	(Rwy 9-27) 121.0 379.2
	(176°-355°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
125.8	338.3	(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L) 121.65 379.2
	(356°-175°)				

<p>ATIS</p> <p>127.75</p>	<p>MIOLA</p> <p>IL ^</p>	<p>CLNC DEL</p> <p>125.2</p>
----------------------------------	--------------------------	-------------------------------------

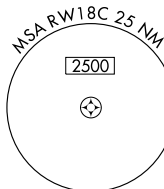
GILMORE
GQE

3900
106°
(17.7)

Procedure NA for arrival on
GQE VOR/DME airway radials
050 CW 121.



Procedure NA for arrivals at
MIOLA via V11 Northbound.



5000 ↑	CEDEN ✧	trk 135°	KEEZE ✧	LAURI	4 NM Holding Pattern
CATEGORY	A	B	C	D	
LPV DA	665/40		375 (400-¾)		
RNAV/ VNAV DA	741/60		451 (400-1¼)		
RNAV MDA	880/24	590 (600-½)	880/50 590 (600-1)	880/60 590 (600-1¼)	
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)	

WAAS CH 53307 W18B	APP CRS 178°	Rwy Idg 9000 TDZE 301 Apt Elev 341
--	------------------------	---

RNAV (GPS) Z RWY 18L


MEMPHIS INTL (MEM)

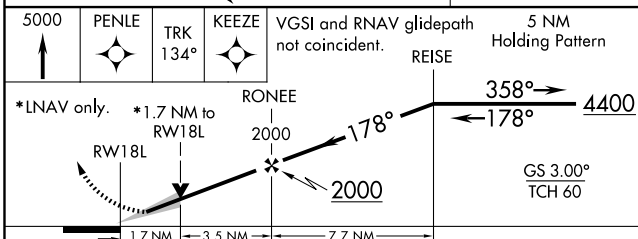
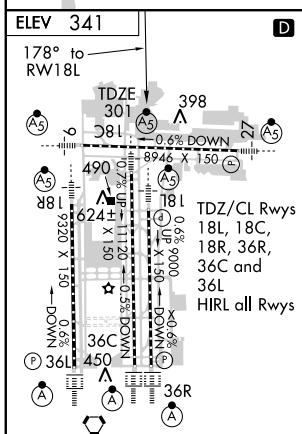
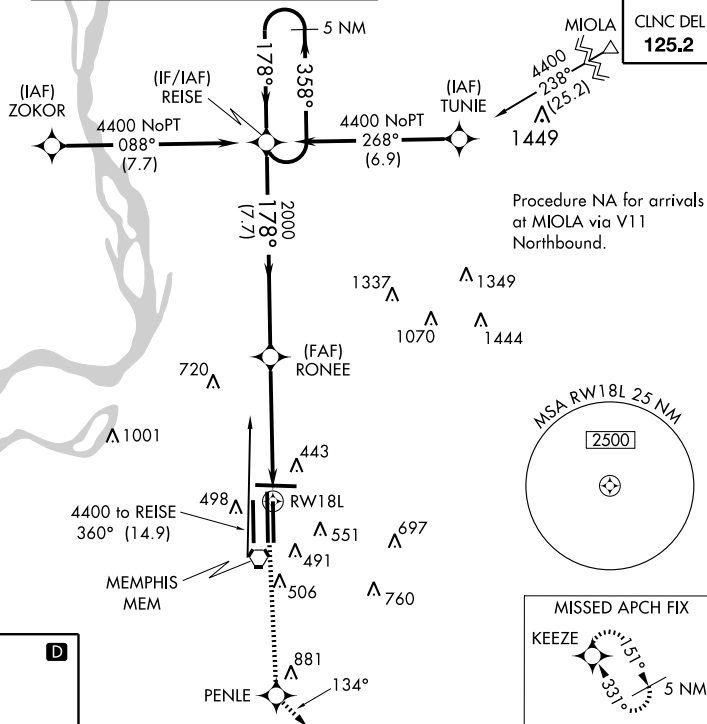
T For inoperative MALS/R, increase LPV all Cats visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-15°C (5°F) or above 48°C (118 °F). DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 5000 direct PENLE and via track 134° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6 (176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27) 121.0 379.2
		(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
125.8	338.3 (356°-175°)	(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L) 121.65 379.2

ATIS
127.75

 GILMORE
 GQE
 Procedure NA for arrival
 on GQE VOR/DME airway
 radials 050 CW 121.



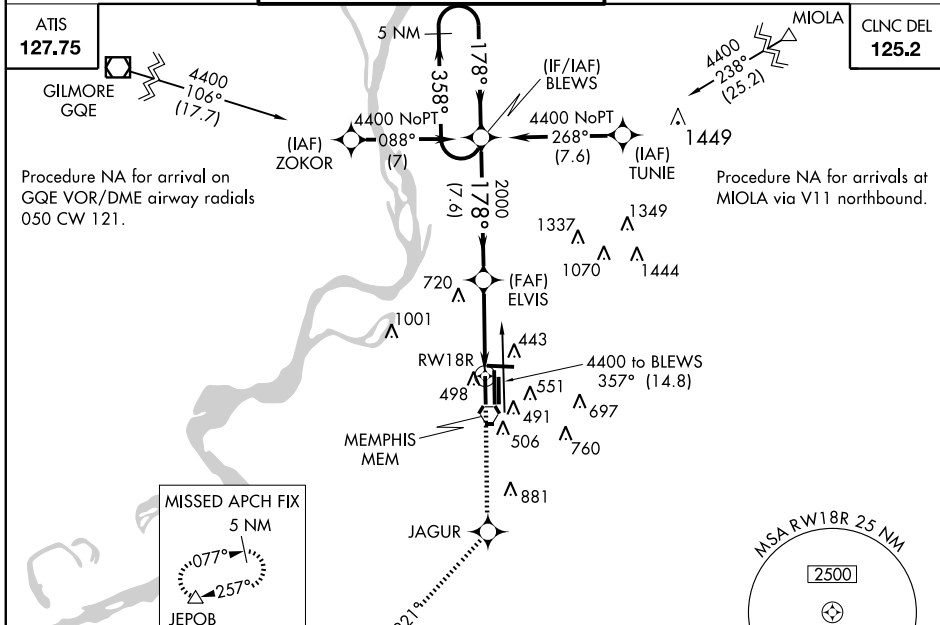
CATEGORY	A	B	C	D
LPV DA	557/24 256 (300-½)			
LNAV/ VNAV DA	874-1½ 573 (600-1½)			
LNAV MDA	880/24 579 (600-½)	880/50 579 (600-1)	880/60 579 (600-1¼)	
CIRCLING	940-1 599 (600-1)	940-1½ 599 (600-1½)	940-2 599 (600-2)	

RNAV (GPS) Z RWY 18R

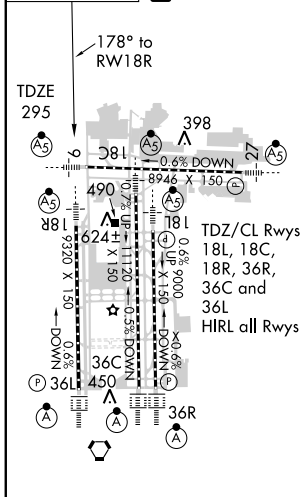
MEMPHIS INTL (MEM)

WAAS CH 56606 W18A	APP CRS 178°	Rwy Idg TDZE Apt Elev	9127 295 341	MALSR 	MISSED APPROACH: Climb to 5000 direct JAGUR and via track 221° to JEPOB and hold.
--	------------------------	-----------------------------	---	-----------	---

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2



ELEV 341	D
-----------------	----------



5000	JAGUR	trk 221°	JEPOB	5 NM Holding Pattern
*RNAV Only				
<p>BLEWS</p> <p>358°</p> <p>4400</p> <p>178°</p> <p>2000</p> <p>1.7 NM to RW18R</p> <p>3.4 NM</p> <p>7.6 NM</p> <p>GS 3.00° TCH 52</p>				
CATEGORY	A	B	C	D
LPV DA	495/24 200 (200-1/2)			
LNAV/VNAV DA	874-1 579 (600-1 1/2)			
LNAV MDA	880/24 585 (600-1/2)	880/50 585 (600-1)	880/60 585 (600-1 1/4)	
CIRCLING	940-1 599 (600-1)	940-1 599 (600-1 1/2)	940-2 599 (600-2)	940-2 599 (600-2)

RNAV (RNP) X RWY 18L

MEMPHIS INTL (MEM)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F). For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000. Missed approach requires RNP less than 1.0.

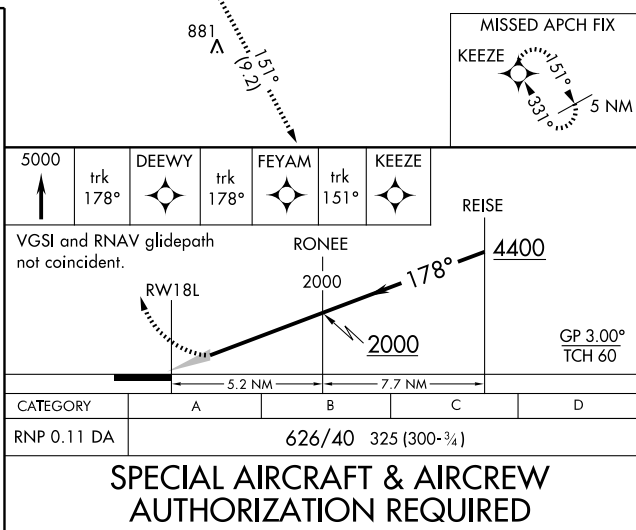
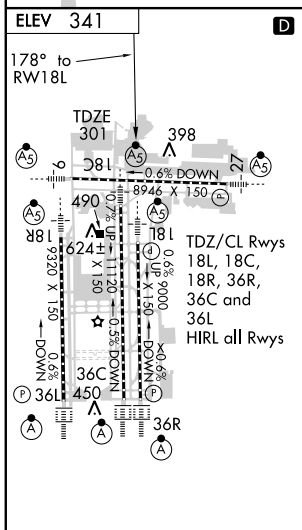
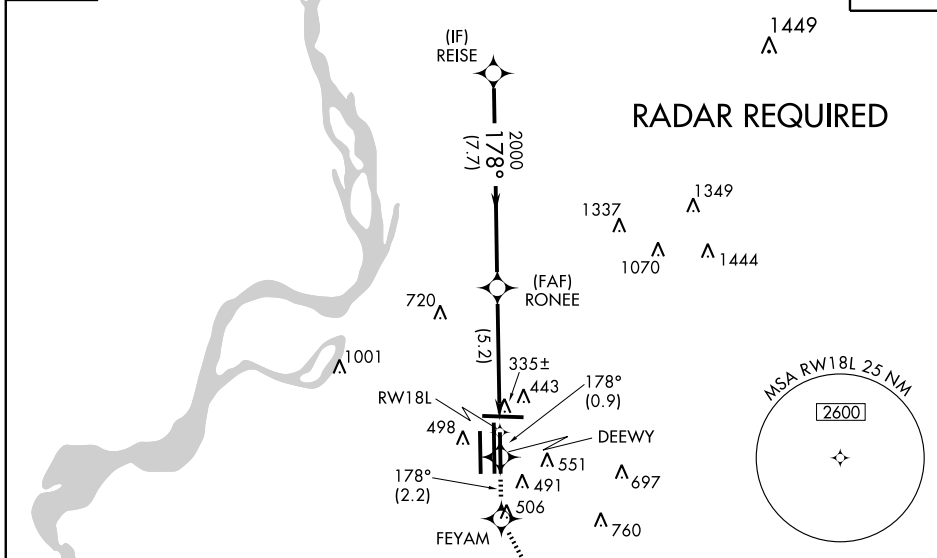
MALSR



MISSED APPROACH: Climb to 5000 via track 178° to DEEWY and via track 178° to FEYAM and via track 151° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

ATIS	CLNC DEL
127.75	125.2



RNAV (RNP) X RWY 18R

MEMPHIS INTL (MEM)

GPS Required. Missed approach requires RNP less than 1.0.
For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.14 all Cats. visibility to RVR 5000.

MALSR



MISSED APPROACH: Climb to 5000 via track 178° to ZUPIN and via track 178° to HARUB and via track 221° to JEPOB and hold.

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)

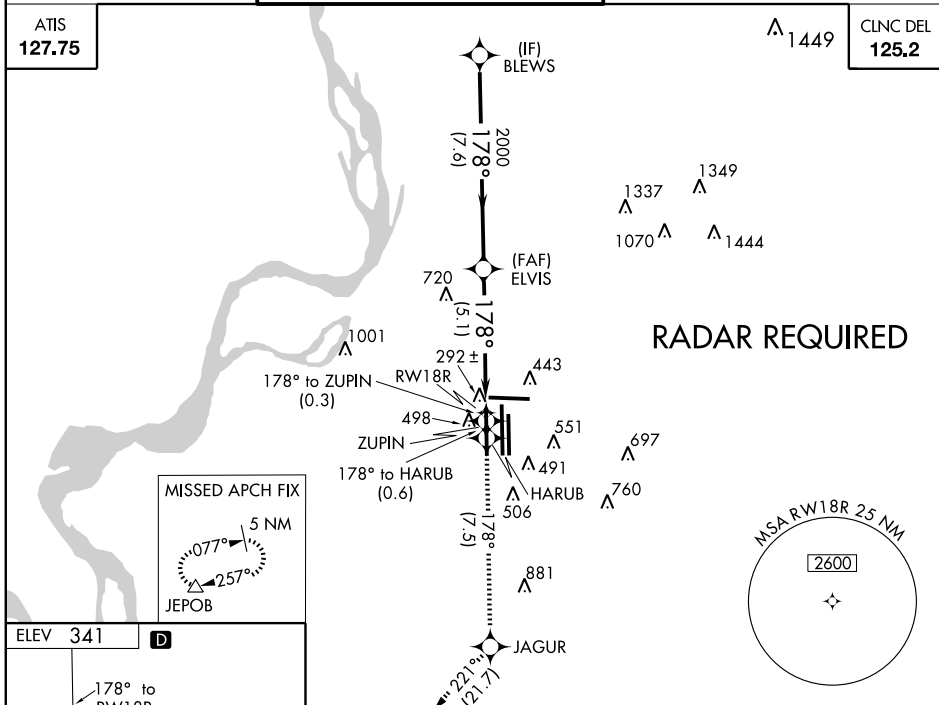
MEMPHIS TOWER
(Rwy 9-27) **118.3 257.8**
(Rwys 18C-36C, 18L-36R) **119.7 257.8**
(Rwy 18R-36L) **128.425 257.8**

GND CON
(Rwy 9-27) **121.0 379.2**
(Rwys 18C-36C, 18L-36R) **121.9 379.2**
(Rwy 18R-36L) **121.65 379.2**

ATIS
127.75

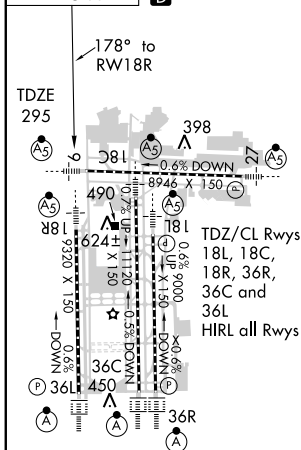
△ 1449

CLNC DEL
125.2

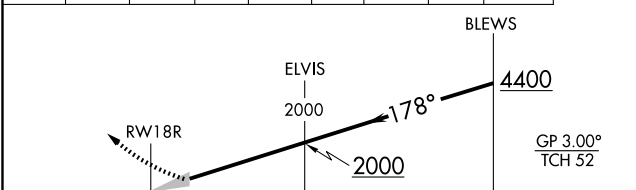


ELEV **341**

D



5000	trk 178°	ZUPIN	trk 178°	HARUB	trk 178°	JAGUR	trk 221°	JEPOB
------	----------	-------	----------	-------	----------	-------	----------	-------



CATEGORY	A	B	C	D
RNP 0.14 DA	562/24	267 (300-½)		

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

RNAV (RNP) Y RWY 18C

MEMPHIS INTL (MEM)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (15°F) or above 48°C (118°F). *Missed approach requires minimum climb of 400 feet per NM to 1000. For inoperative MALSR, increase RNP 0.30* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½.

MALSR



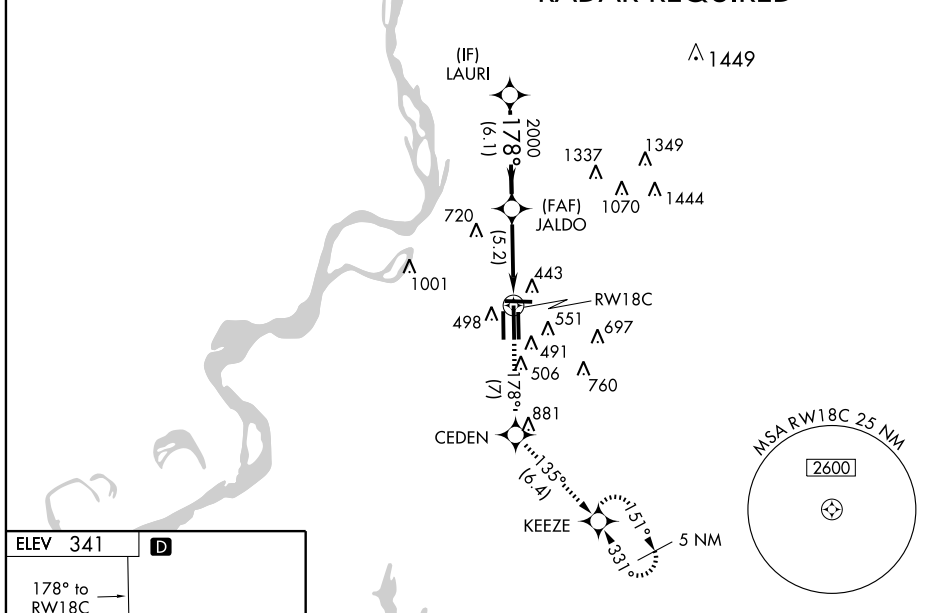
MISSED APPROACH: Climb to 5000 via track 178° to CEDEN and via track 135° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
APP CRS 178°	(Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	(Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2

ATIS
127.75

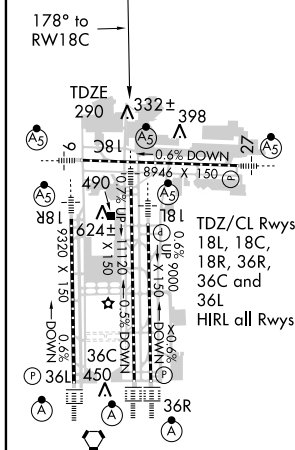
CLNC DEL
125.2

RADAR REQUIRED



ELEV 341

D



5000	trk 178°	CEDEN	trk 135°	KEEZE	LAURI
					3900
		JALDO			
		2000			
		178°			
		2000			
		5.2 NM		6.1 NM	
CATEGORY	A	B	C	D	
RNP 0.30 DA*	614/40 324 (300-¾)				
RNP 0.30 DA	729/60 439 (400-1¼)				

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

MEMPHIS INTL (MEM)

MALSR

MISSED APPROACH: Climb to 5000 via track 178° to PENLE and via track 134° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS TOWER

GND CON

(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

ATIS
127.75

CLNC DEL
125.2

RADAR REQUIRED

MSA RW18L 25 NM

MISSED APCH FIX



ELEV 341

178° to →
RW18L

TDZ/CL Rwys
18L, 18C,
18R, 36R,
36C and
36L
HIRL all Rwys

5000



VGSI and RNAV glidepath not coincident.

PENL



KEEZE

RONFF

2000

REISE

4400

GP 3.00°
TCH 60


CATEGORY	A	B	C	D
RNP 0.30 DA*	678/50 377 (400-1)			
RNP 0.30 DA	771/60 470 (500-1¼)			

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

APP CRS 178°	Rwy Idg TDZE Apt Elev	9127 295 341
------------------------	-----------------------------	---

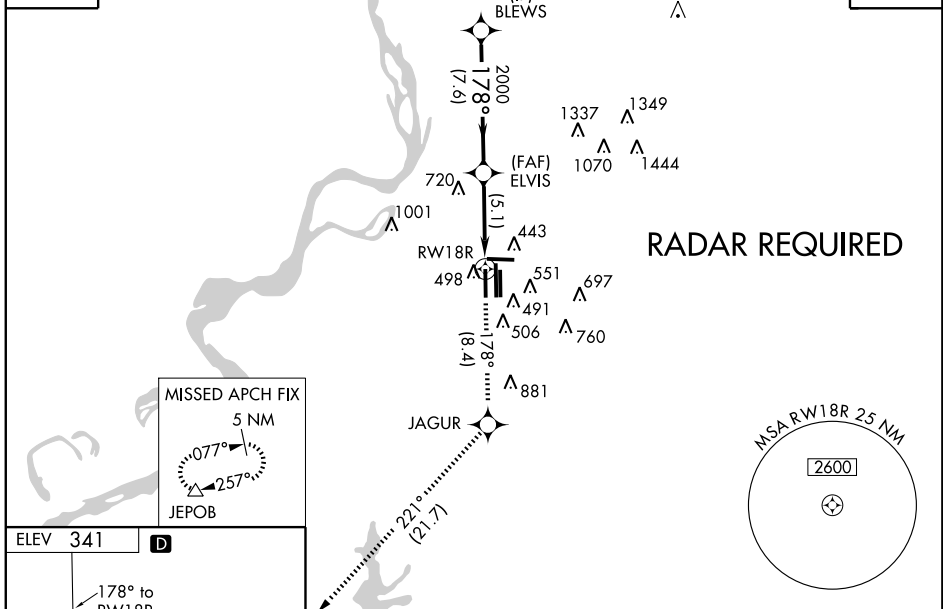
RNAV (RNP) Y RWY 18R

MEMPHIS INTL (MEM)

- | | | |
|--|---|--|
| <p>GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). For inoperative MALSR, increase RNP 0.19 ** all Cats visibility to RVR 6000 mile, RNP 0.30 ** all Cats visibility to 1½ mile and RNP 0.30 all Cats visibility to 1¼.</p> <p>* Missed approach requires minimum climb of 425 feet per NM to 1000.</p> <p>** Missed approach requires minimum climb of 360 feet per NM to 1000.</p> | <p>MALSR</p>  | <p>MISSED APPROACH: Climb to 5000 via track 178° to JAGUR and via track 221° to JEPOB and hold.</p> |
|--|---|--|

MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
			(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
125.8	338.3	(356°-175°)	(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2

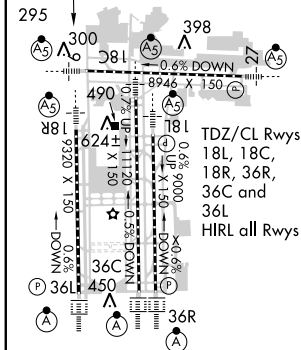
ATIS 127.75	(IF)	1449	CLNC DEL 125.2
----------------	------	------	-------------------



ELEV 341

D

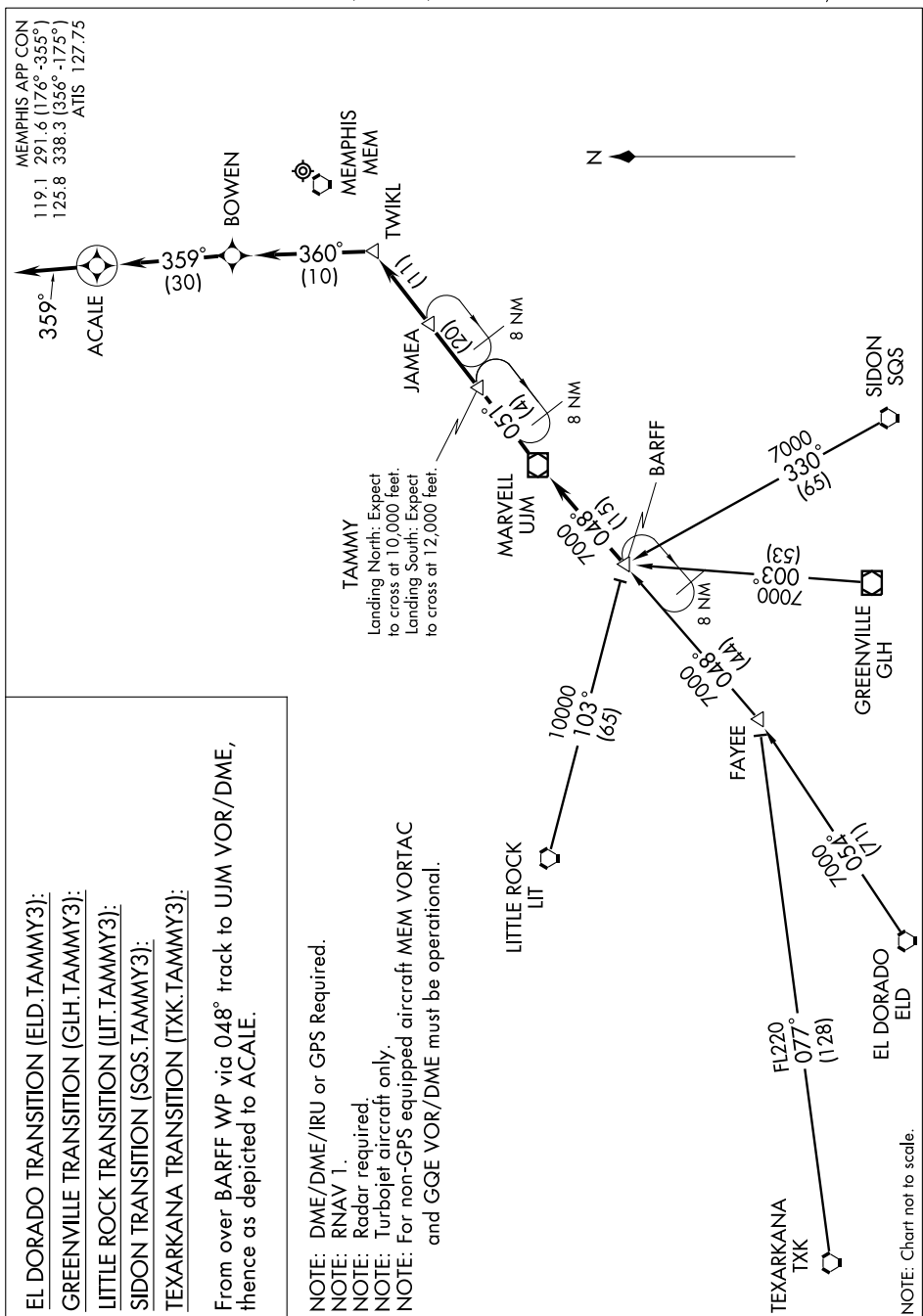
TDZE



5000 ↑	trk 178° 	JAGUR	trk 221° 	JEPOB
<p style="text-align: center;">ELVIS 2000</p> <p style="text-align: right;">BLEWS 4400</p> <p style="text-align: right;">GP 3.00° TCH 52</p> <p style="text-align: center;">5.1 NM 7.6 NM</p>				
CATEGORY	A	B	C	D
RNP 0.19* DA	641/40 346 (300-¾)			
RNP 0.30** DA	689/50 394 (400-1)			
RNP 0.30 DA	769/60 474 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TAMMY THREE ARRIVAL (RNAV)

MEMPHIS INTL
MEMPHIS, TENNESSEE

WLDER FIVE ARRIVAL

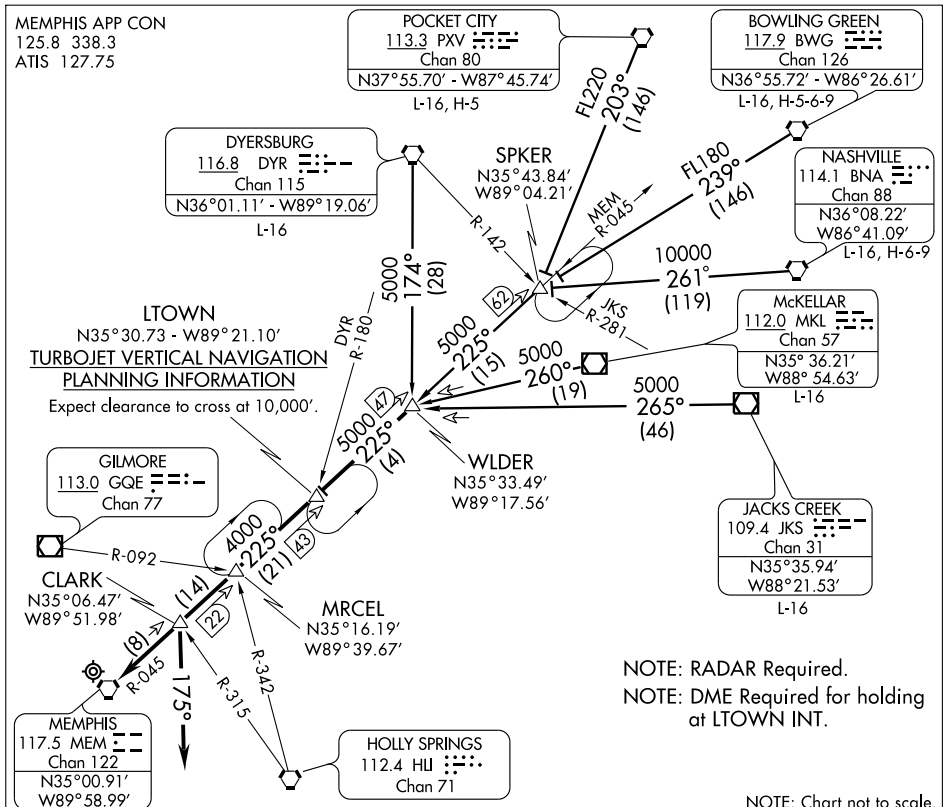
ST-253 (FAA)

MEMPHIS INTL
MEMPHIS, TENNESSEE

MEMPHIS APP CON

125.8 338.3

ATIS 127.75



BOWLING GREEN TRANSITION (BWG.WLDER5): From over BWG VORTAC via BWG R-239 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . .

DYERSBURG TRANSITION (DYR.WLDER5): From over DYR VORTAC via DYR R-174 to WLDER INT. Thence. . .

JACKS CREEK TRANSITION (JKS.WLDER5): From over JKS VOR/DME via JKS R-265 to WLDER INT. Thence. . .

McKELLAR TRANSITION (MKL.WLDER5): From over MKL VOR/DME via MKL R-260 to WLDER INT. Thence. . .

NASHVILLE TRANSITION (BNA.WLDER5): From over BNA VORTAC via BNA R-261 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . .

POCKET CITY TRANSITION (PXV.WLDER5): From over PXV VORTAC via PXV R-203 to SPKER INT, then via MEM R-045 to WLDER INT. Thence. . .

. . . from over WLDER INT.

TURBOJETS/TURBOPROPS LANDING NORTH: From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to CLARK INT. Thence heading 175° for vector to final approach course.

TURBOJETS/TURBOPROPS LANDING SOUTH: From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to MEM VORTAC. Expect vectors to final approach course passing LTOWN INT.

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over WLDER INT via MEM R-045 to LTOWN INT, then via MEM R-045 to MRCEL INT, then via MEM R-045 to MEM VORTAC. Expect vectors to final approach course passing LTOWN INT.

▼

▲ NA

Use Millington Rgnl Jetport altimeter setting, when not received use Memphis Intl altimeter setting.

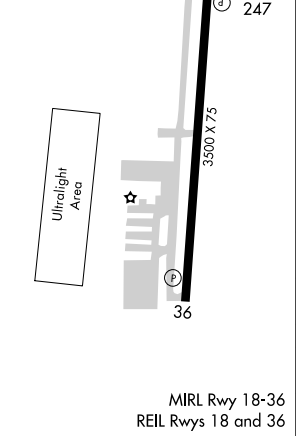
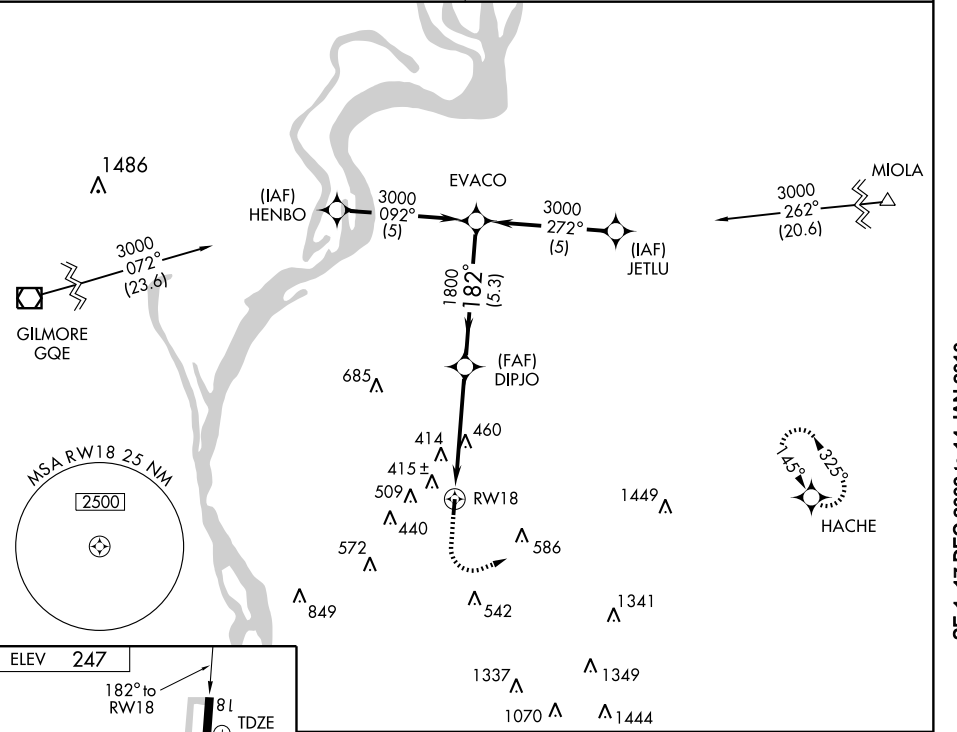
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct HACHE WP and hold.

MEMPHIS APP CON

125.8 338.3

UNICOM

122.8 (CTAF)



1200

3000

HACHE

RW18

DIPJO

EVACO

182°

3000

Procedure Turn NA

1800

3.00°

TCH 40

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-18	800-1 553 (600-1)		800-1½ 553 (600-1½)	NA
CIRCLING	800-1 553 (600-1)	820-1 573 (600-1)	900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-18	820-1 573 (600-1)		820-1½ 573 (600-1½)	NA
CIRCLING	820-1 573 (600-1)	840-1 593 (600-1)	920-2 673 (700-2)	NA

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	3500
002°	TDZE	246
	Apt Elev	247

GPS RWY 36

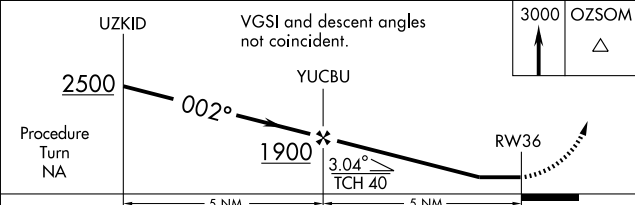
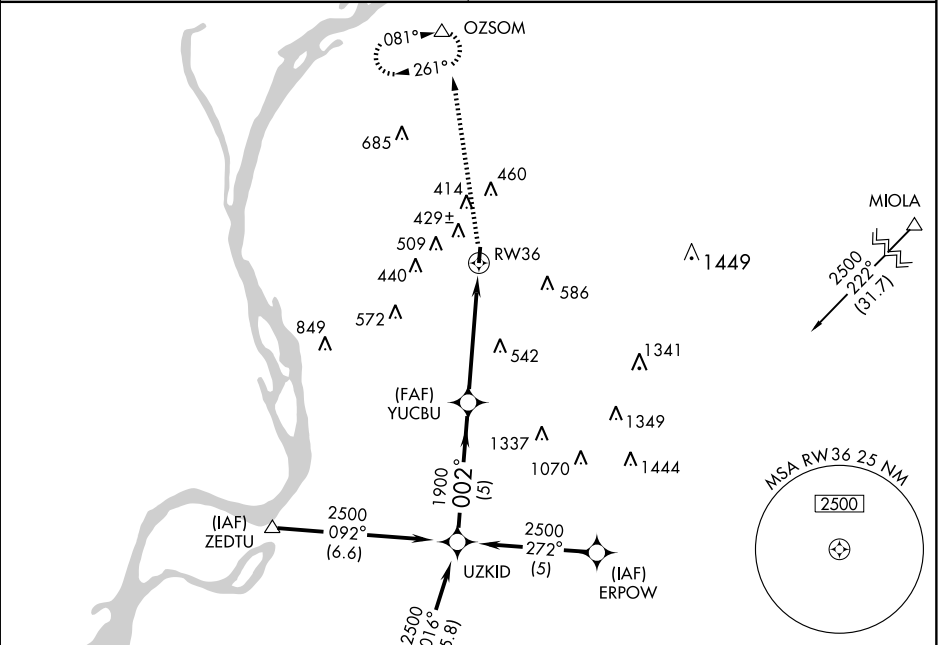
MILLINGTON/ CHARLES W. BAKER (2M8)

▼ Use Millington Rgnl Jetport altimeter setting, when
▲ NA not received use Memphis Intl altimeter setting.

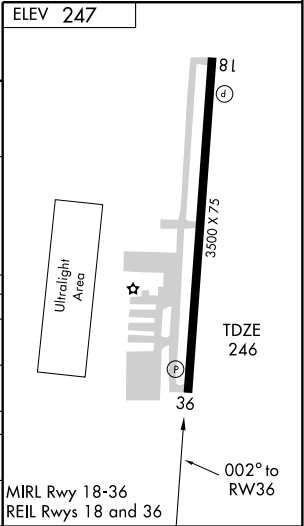
MISSED APPROACH: Climb to 3000 direct
OZSOM WP and hold.

MEMPHIS APP CON
125.8 338.3

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-36	780-1	534 (600-1)	780-1½ 534 (600-1½)	NA
CIRCLING	800-1	553 (600-1)	900-1¾ 653 (700-1¾)	NA
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
S-36	800-1	554 (600-1)	800-1½ 554 (600-1½)	NA
CIRCLING	820-1	573 (600-1)	920-2 673 (700-2)	NA



VORTAC MEM 117.5 Chan 122	APP CRS 188°	Rwy Idg TDZE Apt Elev 247 247
---------------------------------	-----------------	---

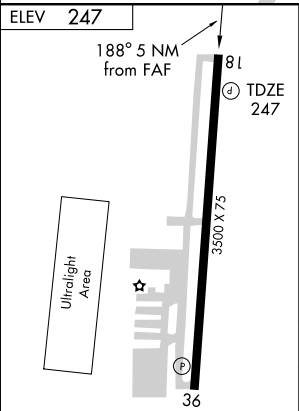
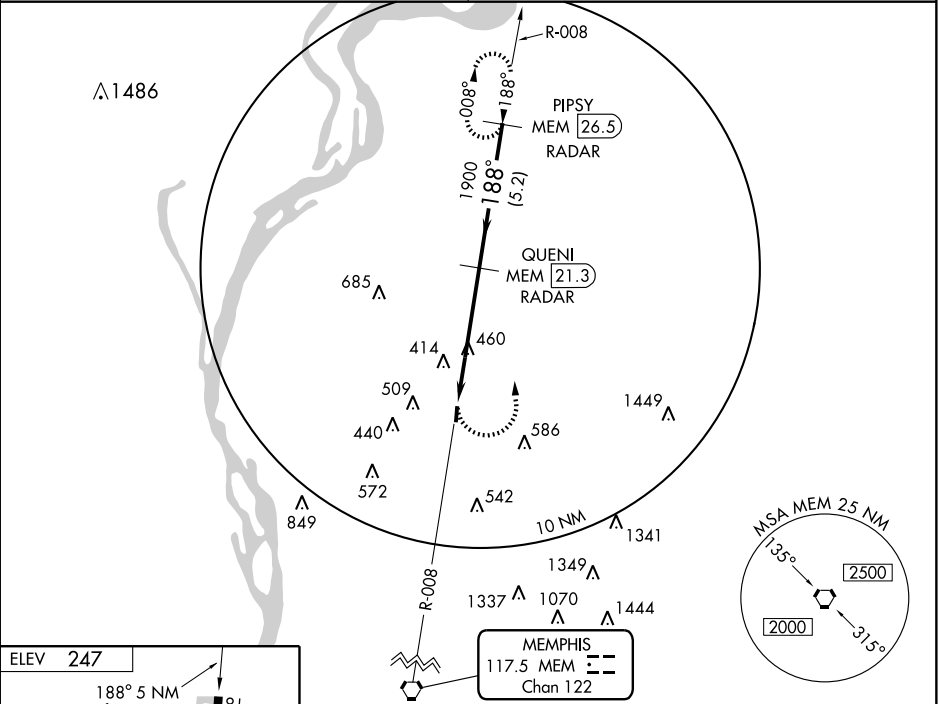
VOR/DME RWY 18
MILLINGTON/ CHARLES W.BAKER (2M8)

▼
▲ NA

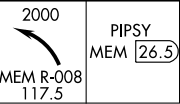
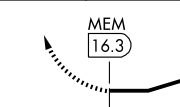
Use Millington Rgnl Jetport altimeter setting, when not received use Memphis Intl altimeter setting.
RADAR REQUIRED.

MISSED APPROACH: Climbing left turn to 2000 via MEM VORTAC R-008 to PIPSY/MEM 26.5 DME and hold.

MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
--------------------------------	------------------------



MRL Rwy 18-36 REIL Rwy 18 and 36	Knots	60	90	120	150	180
Min:Sec						

			
MEM R-008 117.5		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		QUENI MEM <u>21.3</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM <u>26.5</u>	
MEM <u>16.3</u>		PIPSY MEM	

LOC/DME I-NQA
109.75
Chan **34** (Y)

APP CRS
219°

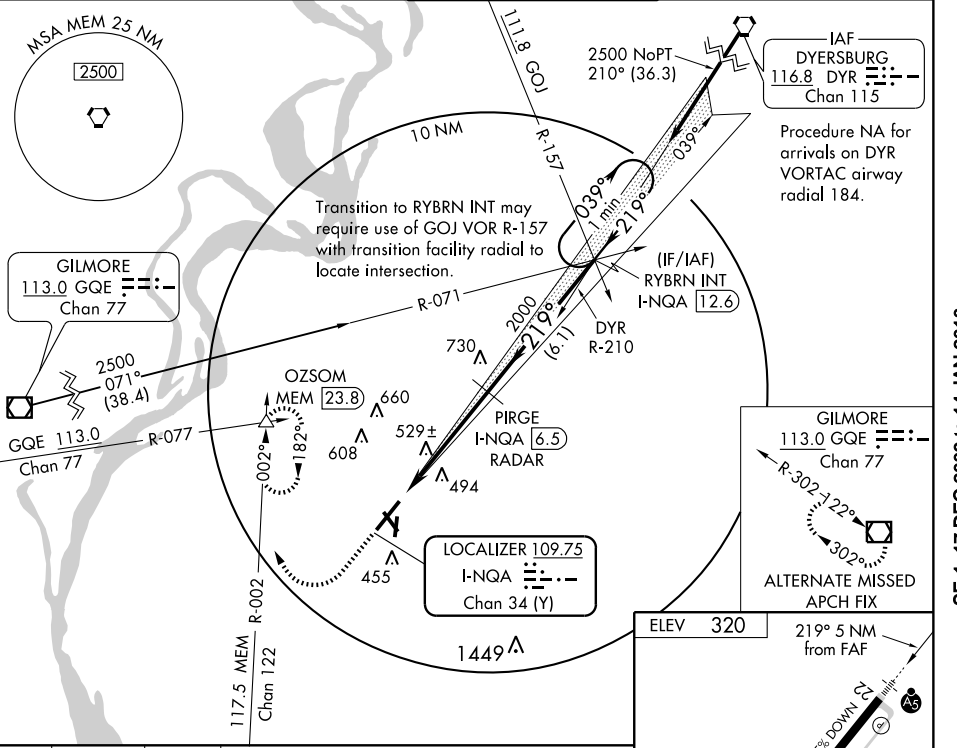
Rwy Idg
TDZE
Apt Elev
8000
320
320

For inoperative MALS/R, increase S-ILS Cat E visibility to ¾ and S-LOC Cat E visibility to 1½. DME or RADAR Required. If local altimeter setting not received, use Memphis altimeter setting and increase DA to 568 feet and increase all MDAs 60 feet. S-ILS 22 procedure NA when control tower closed if ceiling/visibility lower than 800/2. VDP NA when using Memphis altimeter setting.

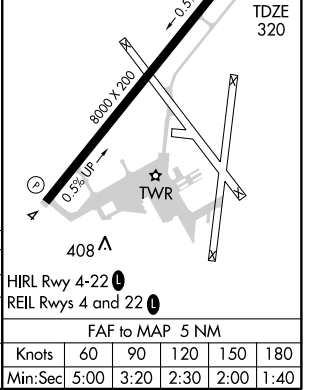
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via MEM VORTAC R-002 to OZSOM Int/MEM 23.8 DME and hold.

AWOS-3 118.925	MEMPHIS APP CON 119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	MILLINGTON TOWER ★ 120.25 (CTAF) 340.2	GND CON 121.375	UNICOM 122.95
--------------------------	---	---	---------------------------	-------------------------



1000	3000	OZSOM	VGSI and ILS glidepath not coincident.					One Minute Holding Pattern	
↑	MEM R-002 117.5	△	PIRGE I-NQA 6.5 RADAR	RYBRN INT I-NQA 12.6					
			I-NQA 1.5	I-NQA 2.7	2000	219°	039°	2500	GS 3.00° TCH 55
			1.2 NM	3.8 NM	6.1 NM				
CATEGORY	A	B	C	D	E				
S-ILS 22	520-½ 200 (200-½)								
S-LOC 22	780-½	460 (500-½)	780-¾ 460 (500-¾)	780-1	460 (500-1)				
CIRCLING	820-1	500 (500-1)	820-1½ 500 (500-1½)	880-2	1020-2½ 700 (700-2½)				



SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	8000
039°	TDZE	292
	Apt Elev	320

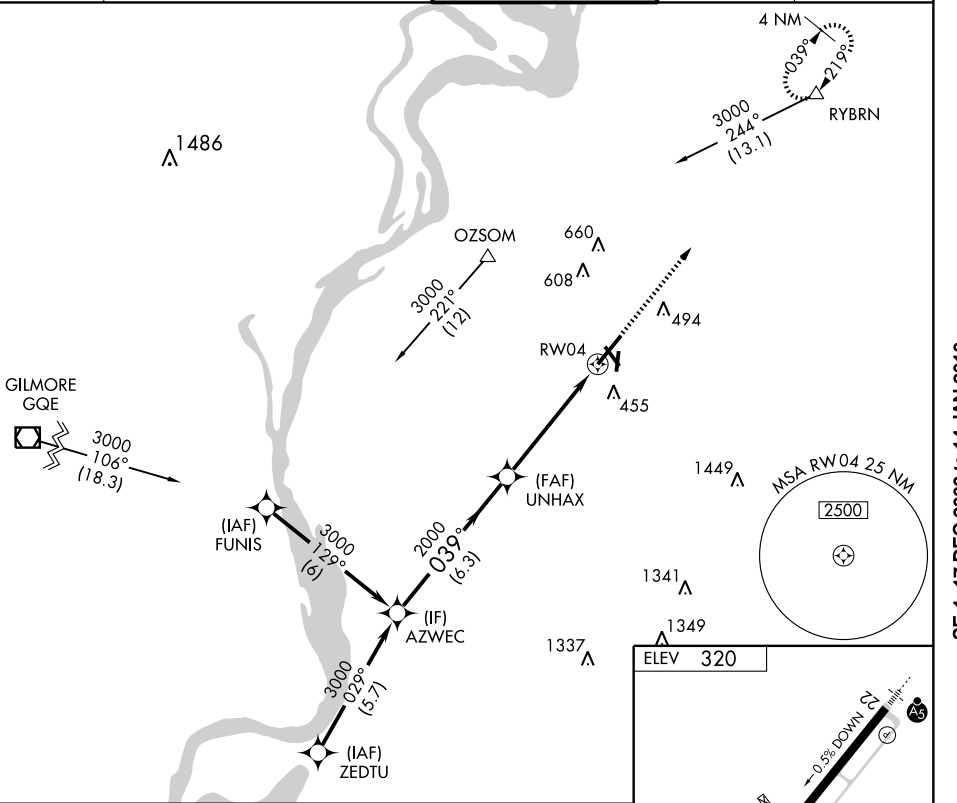
▲

DME/DME RNP-0.3 NA.

If local altimeter setting not received, use Memphis altimeter setting and increase MDAs 60 feet. VDP NA when using Memphis altimeter setting.

MISSED APPROACH: Climb to 3000 direct RYBRN and hold.

AWOS-3	MEMPHIS APP CON			MILLINGTON TOWER ★		GND CON	UNICOM
118.925	119.1	291.6	(176°-355°)	120.25 (CTAF)	340.2	121.375	122.95
	121.0	125.8	338.3 (356°-175°)				



AZWEC

3000

Procedure Turn NA

UNHAX

2000

039°

1.4 NM to RWY04

RWY04

3.05° ≥ TCH 55

6.3 NM

3.8 NM

1.4 NM

3000

RYBRN

CATEGORY	A	B	C	D	E
RNAV MDA	760-1	468 (500-1)	760-1¼ 468 (500-1¼)	760-1½ 468 (500-1½)	760-1¾ 468 (500-1¾)
CIRCLING	820-1	500 (500-1)	820-1½ 500 (500-1½)	880-2 560 (600-2)	1020-2½ 700 (700-2½)

TDZE 292

8000 X 200

0.5% UP

0.5% DOWN

TWR

408 A

039° to RWY04

HIRL Rwy 4-22
REIL Rws 4 and 22

SE-1, 17 DEC 2009 to 14 JAN 2010

For inoperative MALS, increase LPV Cat E visibility to ¾, LNAV/VNAV Cat. E visibility to 1¼ and LNAV Cat. E visibility to 1½. If local altimeter setting not received, use Memphis altimeter setting and increase all DAs/MDAs 60 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Memphis altimeter setting. DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH:

Climb to 2500 direct UNHAX and via 300° track to ZIVNY and hold.

AWOS-3 118.925	MEMPHIS APP CON 119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)	MILLINGTON TOWER ★ 120.25 (CTAF) 340.2	GND CON 121.375	UNICOM 122.95
--------------------------	---	--	---------------------------	-------------------------

<div>2500 UNHAX</div> <div>TRK 300°</div> <div>ZIVNY</div>	<div>VGSI and RNAV glidepath not coincident.</div> <div>4 NM Holding Pattern</div>			
<div>*LNAV only</div> <div>1.2 NM to RWY 22</div>	<div>RYBRN</div> <div>PIRGE</div> <div>2500</div> <div>GS 3.00° TCH 55</div>			
<div>CATEGORY</div>	<div>A</div> <div>B</div> <div>C</div> <div>D</div> <div>E</div>			
<div>LPV DA</div>	<div>570-½</div> <div>250 (300-½)</div>			
<div>LNAV/VNAV DA</div>	<div>795-1¼</div> <div>475 (500-1¼)</div>			
<div>LNAV MDA</div>	<div>780-½</div> <div>460 (500-½)</div>	<div>780-¾</div> <div>460 (500-¾)</div>	<div>780-1</div> <div>460 (500-1)</div>	
<div>CIRCLING</div>	<div>820-1</div> <div>500 (500-1)</div>	<div>820-1½</div> <div>500 (500-1½)</div>	<div>880-2</div> <div>560 (600-2)</div>	<div>1020-2½</div> <div>700 (700-2½)</div>

SE-1, 17 DEC 2009 to 14 JAN 2010

VORTAC MEM 117.5 Chan 122	APP CRS 195°	Rwy Idg 8000 TDZE 320 Apt Elev 320
---	------------------------	---

VOR/DME or TACAN RWY 22
MILLINGTON RGNL JETPORT (NQA)

A Inoperative table does not apply.
If local altimeter setting not received, use Memphis altimeter setting and increase all MDAs 60 feet.

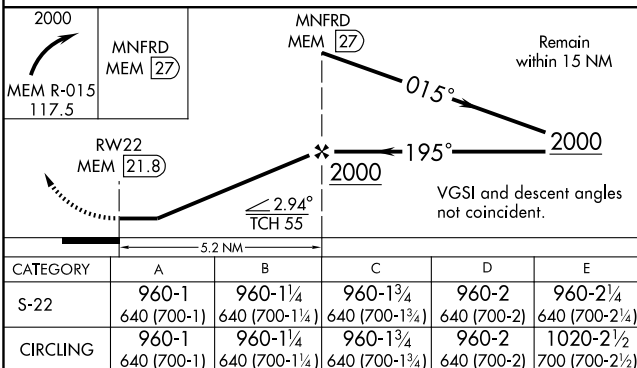
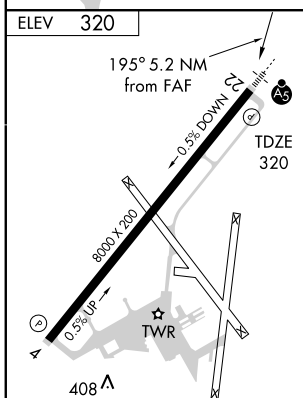
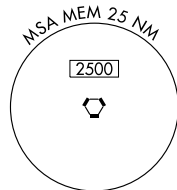
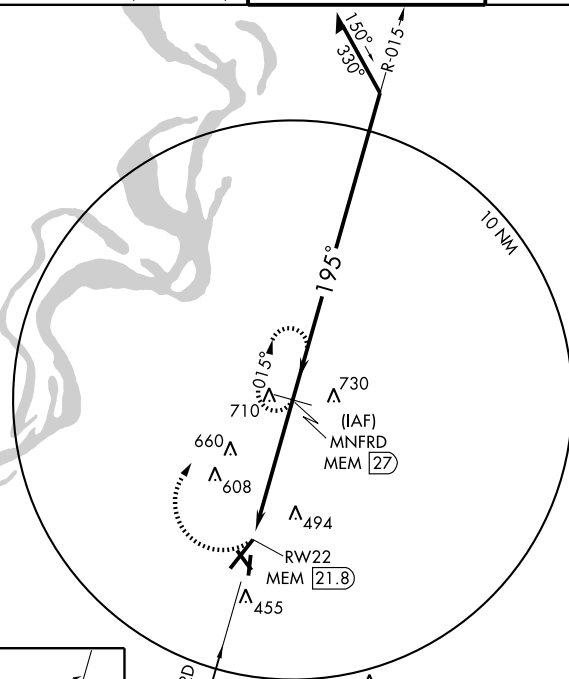
MALSR

MISSED APPROACH: Climbing right turn to 2000 via
MEM VORTAC R-015 to MNFRD/27 DME and hold.

AWOS-3	MEMPHIS APP CON
118.925	119.1 291.6 (176°-355°) 121.0 125.8 338.3 (356°-175°)

MILLINGTON TOWER ★
120.25 (CTAF) **L** 340.2

GND CON
121,375

UNICOM
122.95

SE-1. 17 DEC 2009 to 14 JAN 2010

HIRL Rwy 4-22 **L**
REIL Rwy 4 and 22 **L**

NDB JXT	APP CRS	Rwy Idg	5717
<u>346</u>	053°	TDZE	1313
		Apt Elev	1313

NDB or GPS RWY 5

MORRISTOWN/MOORE-MURRELL (MOR)

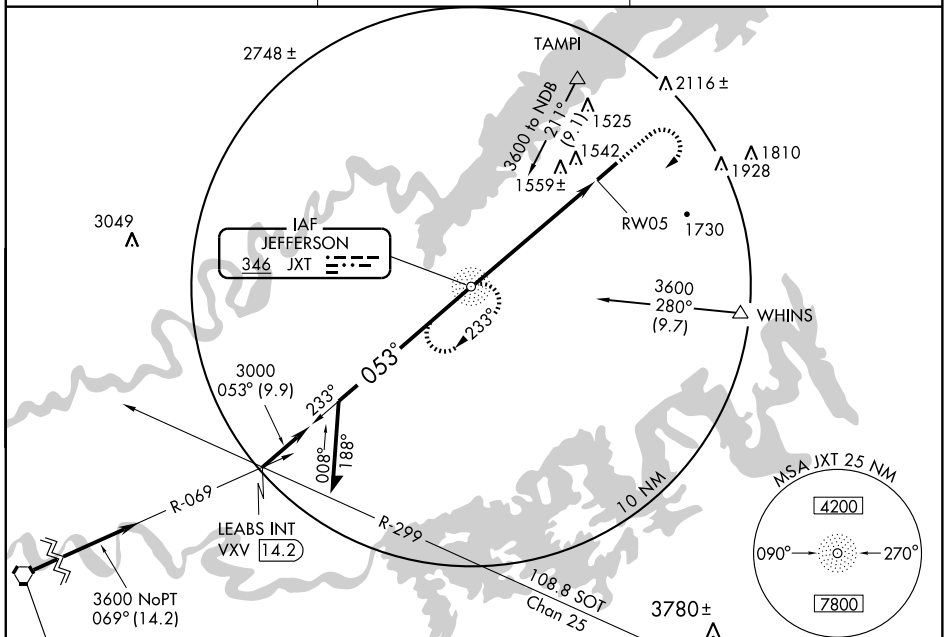
T If local altimeter setting not received, use Knoxville
A altimeter setting and increase all MDAs 140 feet.
NA Inoperative table does not apply.

MALSF

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct JXT NDB and hold.

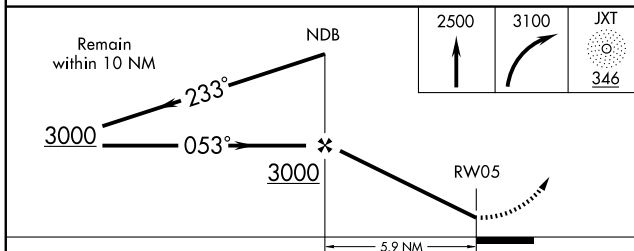
AWOS-3
126.725

KNOXVILLE APP CON
132.8 360.8

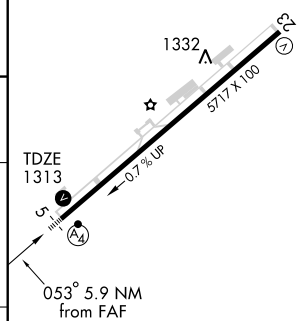
UNICOM
122.8 (CTAF) **L**

SE-1. 17 DEC 2009 to 14 JAN 2010

IAF
VOLUNTEER
116.4 VXV 
Chan 111



ELEV 1313



REIL Rwy 5-23
MIRL Rwy 5-23

CATEGORY	A	B	C	D	REIL Rwy 5-23 MIRL Rwy 5-23					
S-5	1860-1	547 (600-1)	1860-1½ 547 (600-1½)	1860-1¾ 547 (600-1¾)	FAF to MAP 5.9 NM					
CIRCLING	1880-1 567 (600-1)	1920-1 607 (700-1)	2060-2¼ 747 (800-2¼)	2180-2¾ 867 (900-2¾)	Knots	60	90	120	150	180
					Min:Sec	5:54	3:56	2:57	2:22	1:58

SDF MOR	APP CRS	Rwy Idg	5717
109.5	053°	TDZE	1313
Chan 32		Apt Elev	1313

SDF RWY 5

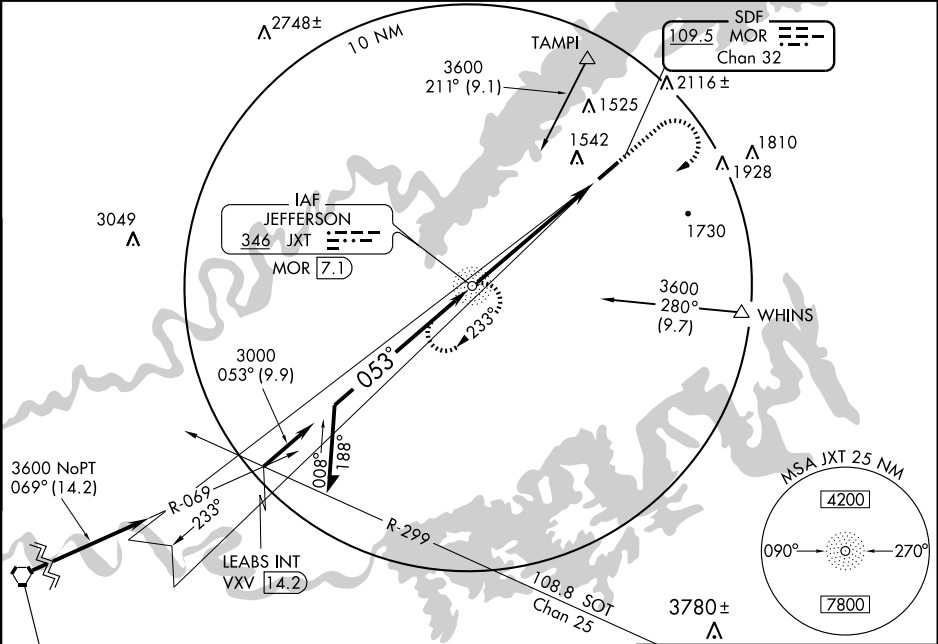
MORRISTOWN/MOORE-MURRELL (MOR)

▲ If local altimeter setting not received, use Knoxville altimeter setting and increase all MDAs 140 feet.
▲ NA Inoperative table does not apply.
ADF REQUIRED

MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct JXT NDB and hold.

AWOS-3 126.725	KNOXVILLE APP CON 132.8 360.8	UNICOM 122.8 (CTAF)
-------------------	----------------------------------	------------------------



ELEV 1313

Remain within 10 NM

3000 233°

3000 053°

3000

NDB/INT MOR 7.1

2000

3000

JXT 346

MOR 1.2


5.9 NM

CATEGORY	A	B	C	D	FAF to MAP 5.9 NM					
S-5	1720-1	407 (500-1)	1720-1 1/4	407 (500-1 1/4)						
CIRCLING	1880-1	1920-1	2060-2 1/4	2180-2 3/4	Knots	60	90	120	150	180
	567 (600-1)	607 (700-1)	747 (800-2 1/4)	867 (900-2 3/4)	Min:Sec	5:54	3:56	2:57	2:22	1:58

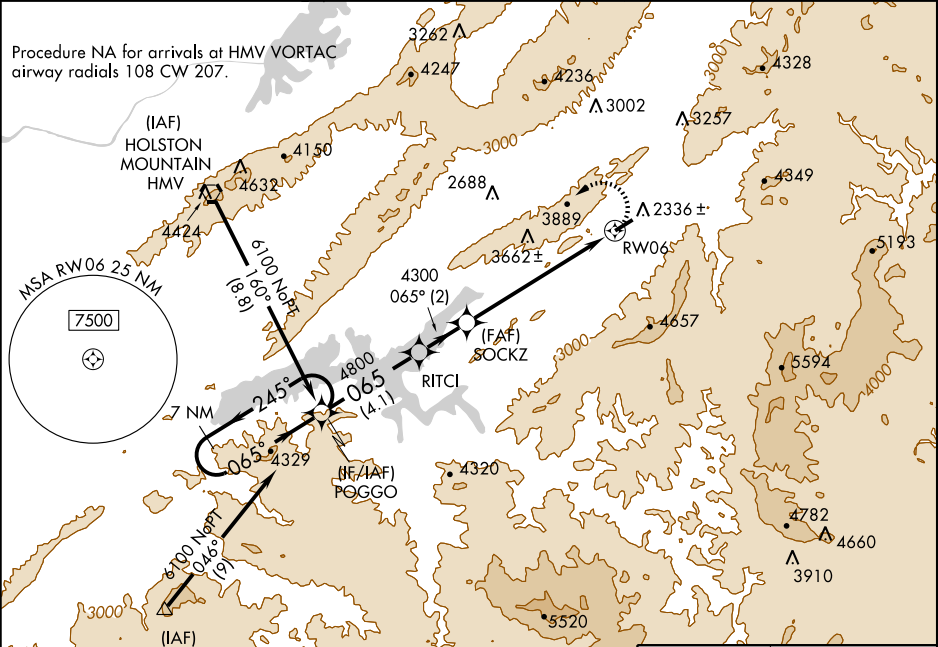
APP CRS	Rwy Idg	4498
065°	TDZE	2240
	Apt Elev	2240

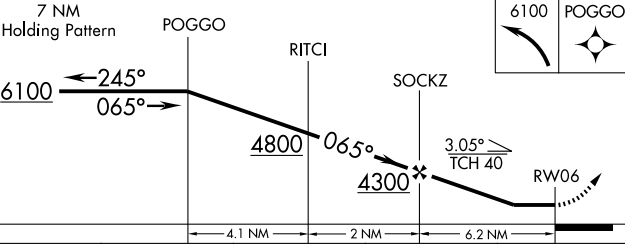
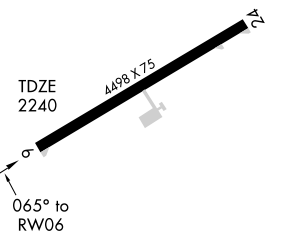
RNAV (GPS) RWY 6

MOUNTAIN CITY/ JOHNSON COUNTY (6A4)

 NA	Circling NA for Cat. D SE of Rwy 06-24. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 80 feet.	MISSED APPROACH: Climbing left turn to 6100 direct POGGO and hold.
---	---	--

AWOS-3 126.225	TRI-CITY APP CON ★ 134.425 349.0	UNICOM 122.7 (CTAF)
-------------------	-------------------------------------	------------------------



7 NM Holding Pattern POGGO					ELEV 2240	
						
CATEGORY	A	B	C	D		
LNAV MDA	3900-1¼ 1660 (1700-1¼)	3900-1½ 1660 (1700-1½)	3900-3 1660 (1700-3)			
CIRCLING	3900-1¼ 1660 (1700-1¼)	3900-1½ 1660 (1700-1½)	4280-3 2040 (2100-3)	4300-3 2060 (2100-3)		

APP CRS	Rwy Idg	4498
253°	TDZE	2240
	Apt Elev	2240

RNAV (GPS) RWY 24

MOUNTAIN CITY/ JOHNSON COUNTY (6A4)

T	DME/DME RNP-0.3 NA. Procedure NA at night.
A NA	<p>Visibility reduction by helicopters NA.</p> <p>When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 80 feet.</p>

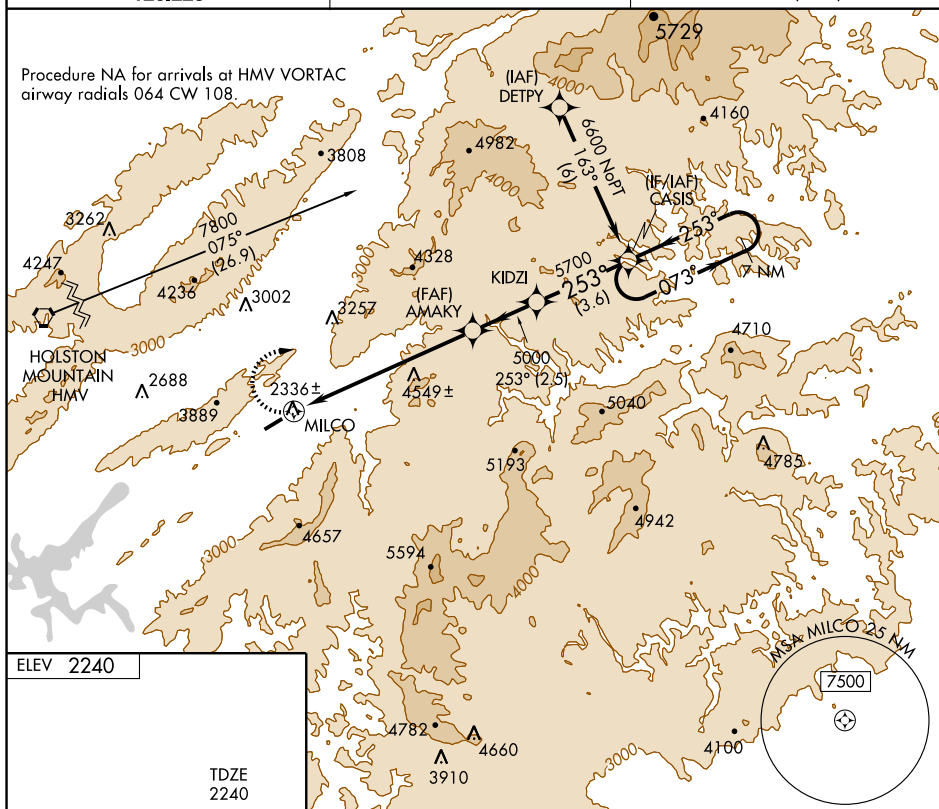
MISSED APPROACH: Climbing right turn to 6600 direct CASIS and hold.

AWOS-3
126.225

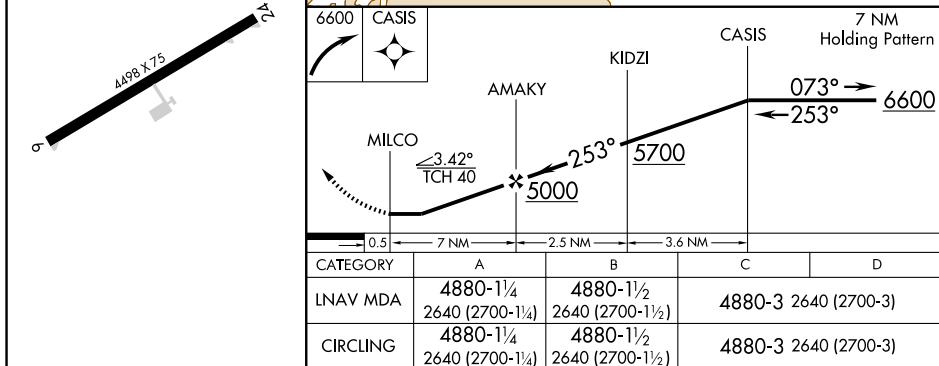
TRI-CITY APP CON ★
134.425 349.0

UNICOM
122.7 (CTAF)

Procedure NA for arrivals at HMY VORTAC
airway radials 064 CW 108.



SE-1. 17 DEC 2009 to 14 JAN 2010



GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE

NASHVILLE APP CON
120.6 387.0
NASHVILLE ATIS
135.1

GHM VORTAC
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at 11000.
Expect clearance to cross at 250 KIAS
when landing BNA Rwy's 2L, 2C, 2R or 13.

NASHVILLE
114.1 BNA
Chan 88
N36°08.22' - W86°41.09'

DYERSBURG
116.8 DYZ
Chan 115

GRAHAM
111.6 GHM
Chan 53
N35°50.04' - W87°27.11'

JOHN C.
TUNE

NASHVILLE
INTL
SMYRNA
MURFREESBORO
MUNI

LINGA
N36°05.17'
W86°48.87'

7000
067°
(71)

7000
066°
(62)

4000
066°
(35)

MEMPHIS
117.5 MEM
Chan 122
N35°00.91' - W89°58.99'
L-18, H-6

FL240
041°
(199)

NOTE: Radar Required
on the SIDON and
BIGBEE Transitions.

SIDON
114.7 SQS
Chan 94
N33°27.83' - W90°16.64'
L-18, H-6

BIGBEE
116.2 IGB
Chan 109
N33°29.13' - W88°30.82'
L-18, H-6

VULCAN
114.4 VUZ
Chan 91
N33°40.21'
W86°53.99'
L-18, H-6-9

NOTE: DME Required.
NOTE: Chart not to scale.

BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . .

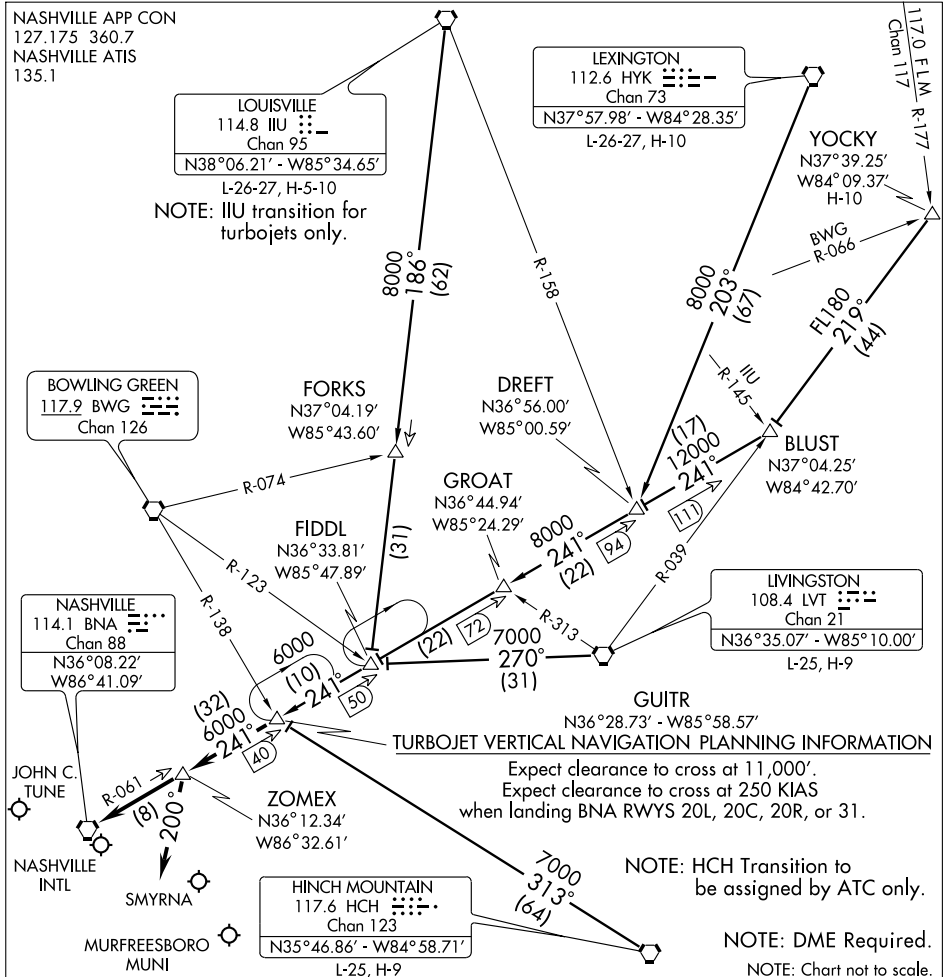
SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . .

VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

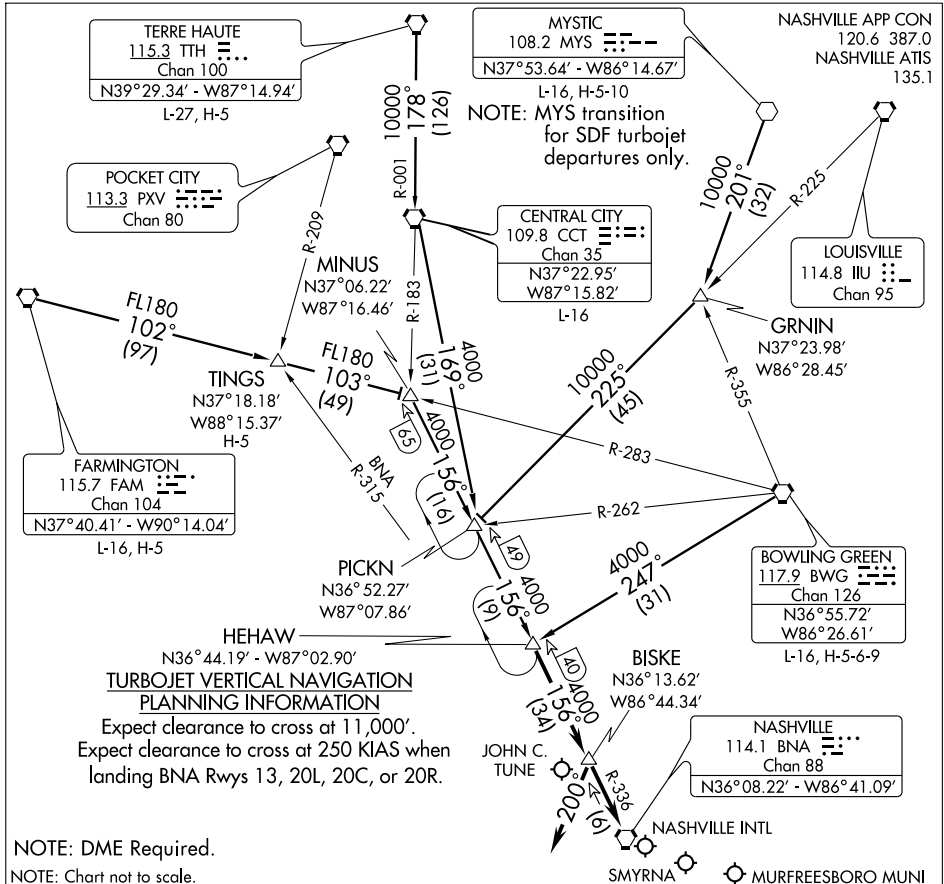
LOUISVILLE TRANSITION (IIU.GUITR4): From over IIU VORTAC via IIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. **NON-TURBINE;** all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .


MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IUU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

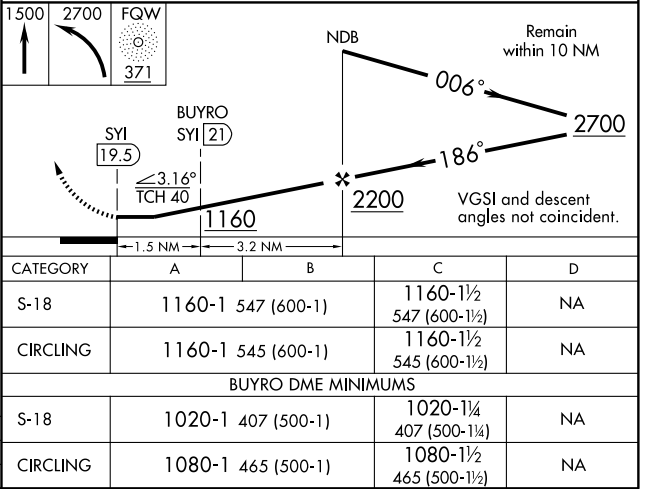
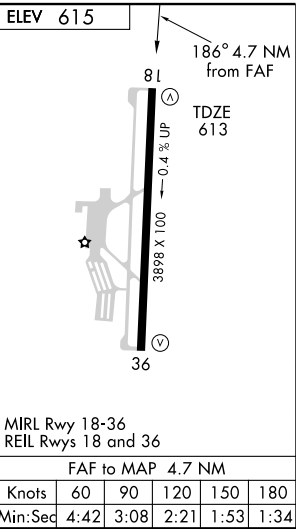
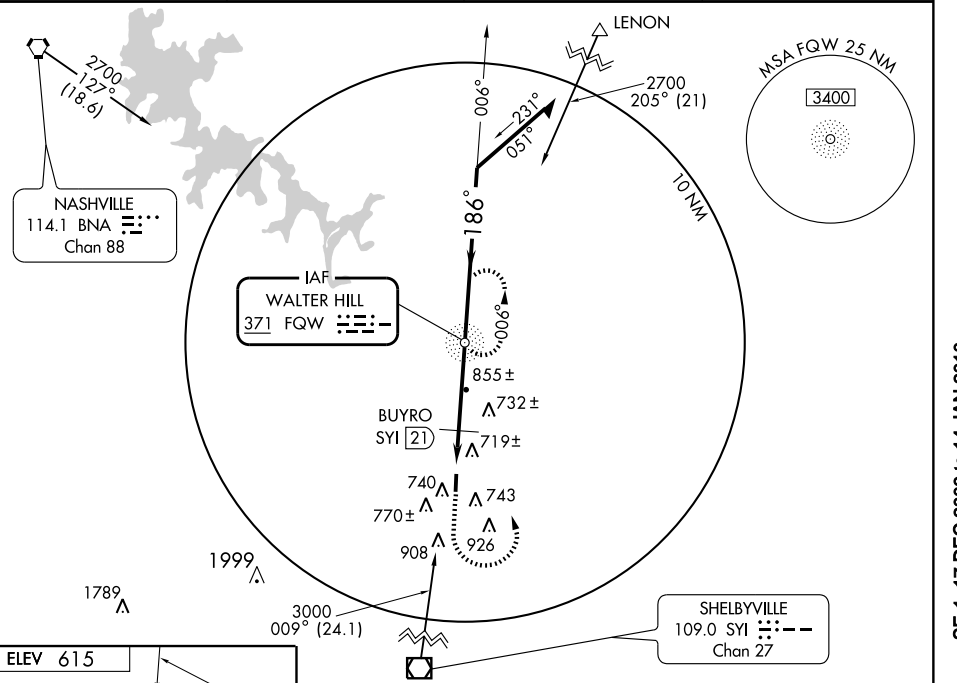
....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. **NON-TURBINE;**

ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.



MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct FQW NDB and hold.

AWOS-3 133.975	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 122.7 (CTAF)
-------------------	----------------------------------	----------------	------------------------



RNAV (GPS) RWY 18
MURFREESBORO MUNI (MBT)

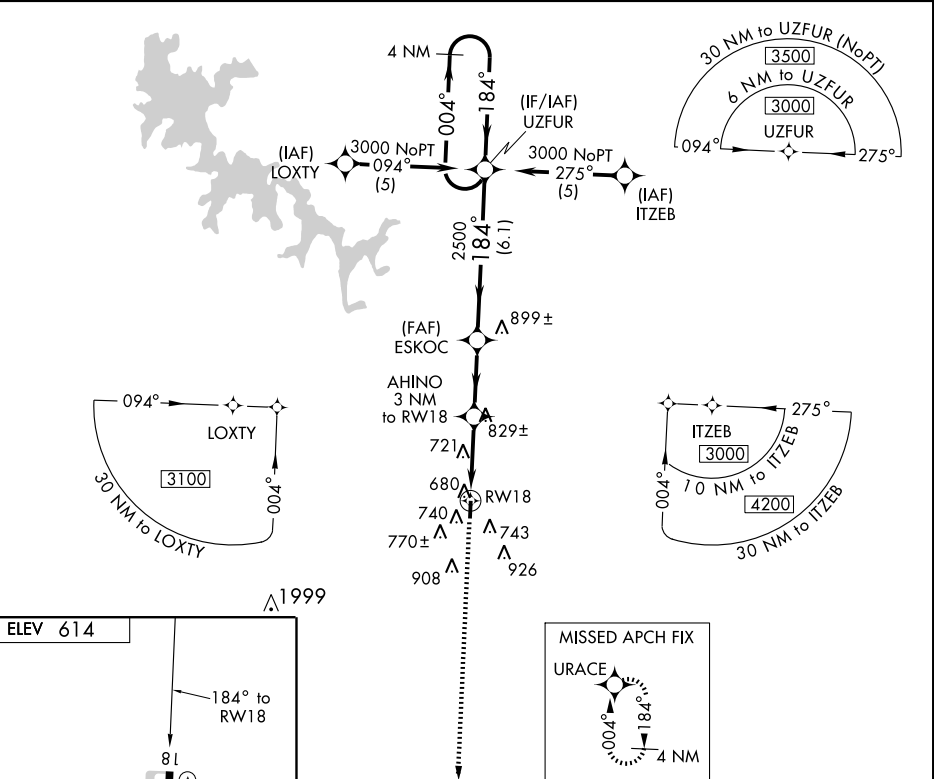
WAAS	APP CRS	Rwy Idg	3898
CH 48812	184°	TDZE	612
W18A		Apt Elev	614

T Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 51 feet, all MDA 60 feet, LPV and LNAV/VNAV all Cats. and LNAV Cats. C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

Δ NA

MISSED APPROACH: Climb to 3600 direct URACE and hold, continue climb-in-hold to 3600.

AWOS-3 133.975	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 122.7 (CTAF)
-------------------	----------------------------------	----------------	------------------------



3600	URACE	*LNAV only	UZFUR	4 NM Holding Pattern	
		1.1 NM to RW18	1.9 NM	2.8 NM	6.1 NM
		1.1	1.9 NM	2.8 NM	6.1 NM
CATEGORY	A	B	C	D	
LPV DA	904-1	292 (300-1)		NA	
LNAV/VNAV DA	950-1½	338 (400-1½)		NA	
LNAV MDA	980-1	368 (400-1)		NA	
CIRCLING	1080-1	466 (500-1)	1080-1½	466 (500-1½)	NA

MIRL Rwy 18-36
REIL Rwy 18 and 36

APP CRS
004°

Rwy Idg
TDZE
Apt Elev

3898
614
614

RNAV (GPS) RWY 36

MURFREESBORO MUNI (MBT)

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet.

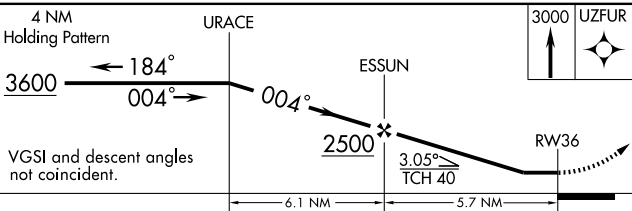
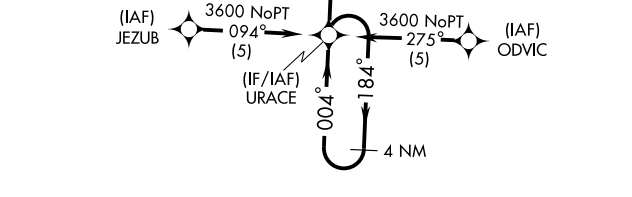
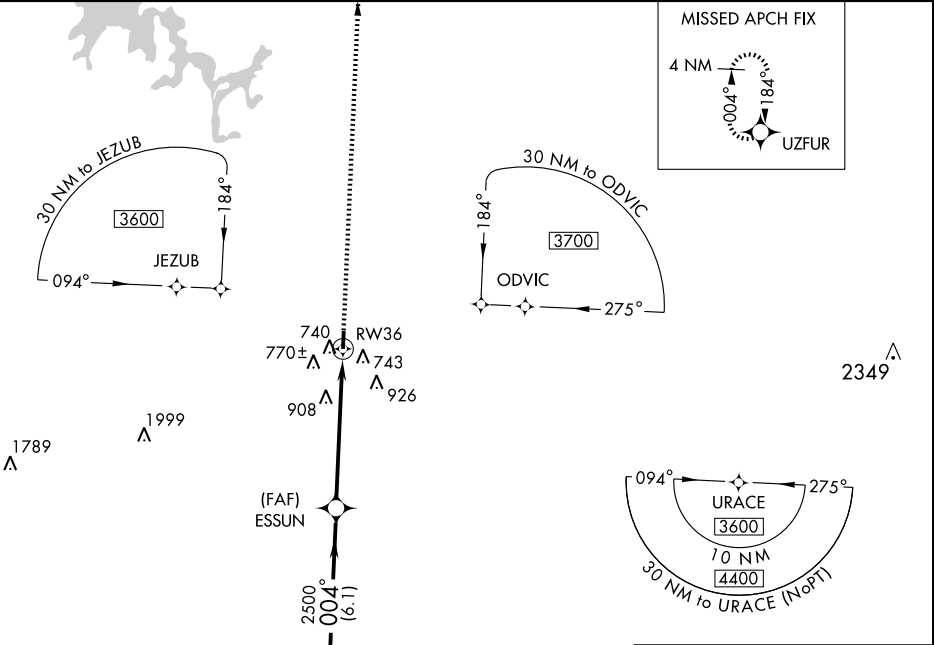
MISSED APPROACH: Climb to 3000 direct UZFUR and hold.

AWOS-3
133.975

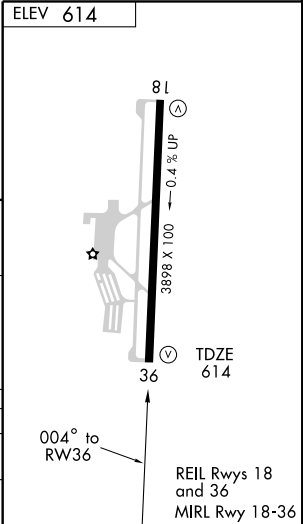
NASHVILLE APP CON
118.4 360.7

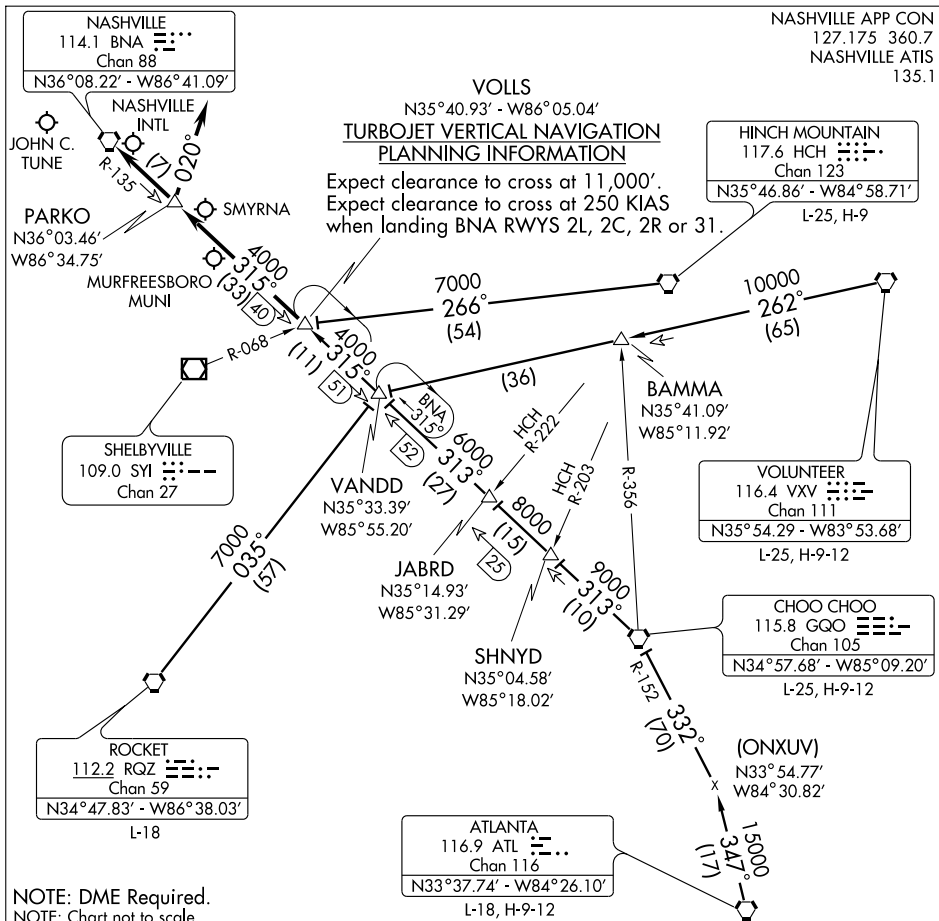
GCO
135.075

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
LNNAV MDA	1220-1	606 (700-1)	1220-1¾ 606 (700-1¾)	NA
CIRCLING	1220-1	606 (700-1)	1220-1¾ 606 (700-1¾)	NA





ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

CHOO CHOO TRANSITION (GQO.VOLLS7): From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . .

ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . .

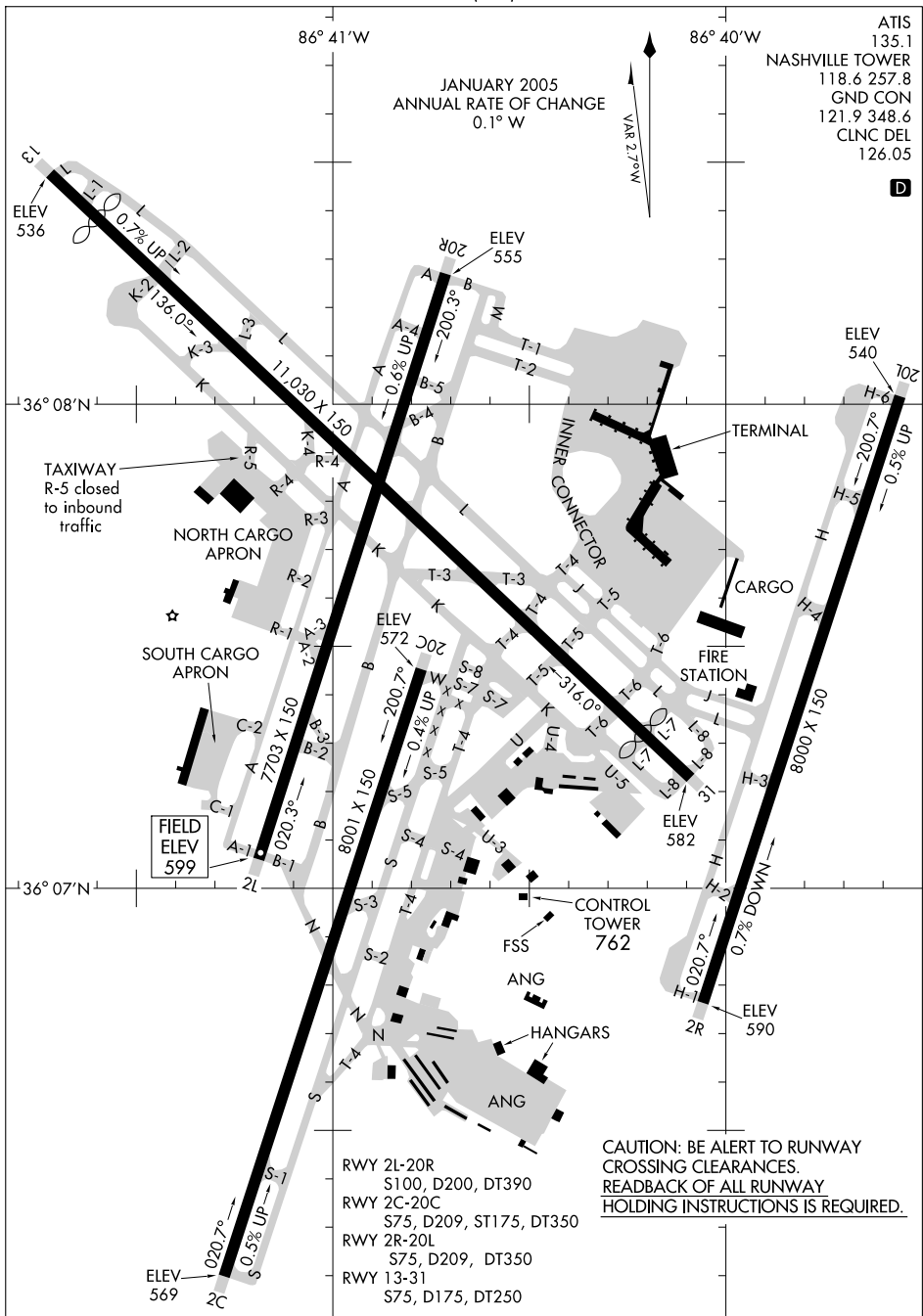
VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. **LANDING SOUTH:** From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. **NON-TURBINE; all runways:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

AIRPORT DIAGRAM

AL-282 (FAA)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE



SE-1, 17 DEC 2009 to 14 JAN 2010

GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE

NASHVILLE APP CON
120.6 387.0
NASHVILLE ATIS
135.1

GHM VORTAC
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at 11000.
Expect clearance to cross at 250 KIAS
when landing BNA Rwy's 2L, 2C, 2R or 13.

NASHVILLE
114.1 BNA
Chan 88
N36°08.22' - W86°41.09'

DYERSBURG
116.8 DYR
Chan 115

GRAHAM
111.6 GHM
Chan 53
N35°50.04' - W87°27.11'

JOHN C.
TUNE

NASHVILLE
INTL

SMYRNA

MURFREESBORO
MUNI

LINGA
N36°05.17'
W86°48.87'

7000
067°
(71)

7000
066°
(62)

HELAM
N35°27.44'
W88°38.58'

MEMPHIS
117.5 MEM
Chan 122
N35°00.91' - W89°58.99'

L-18, H-6

FL240
041°
(199)

FL240
016°
(150)

7000
346°
(132)

NOTE: Radar Required
on the SIDON and
BIGBEE Transitions.

SIDON
114.7 SQS
Chan 94
N33°27.83' - W90°16.64'

L-18, H-6

BIGBEE
116.2 IGB
Chan 109
N33°29.13' - W88°30.82'

L-18, H-6

VULCAN
114.4 VUZ
Chan 91
N33°40.21'
W86°53.99'

L-18, H-6-9

NOTE: DME Required.
NOTE: Chart not to scale.

BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . .

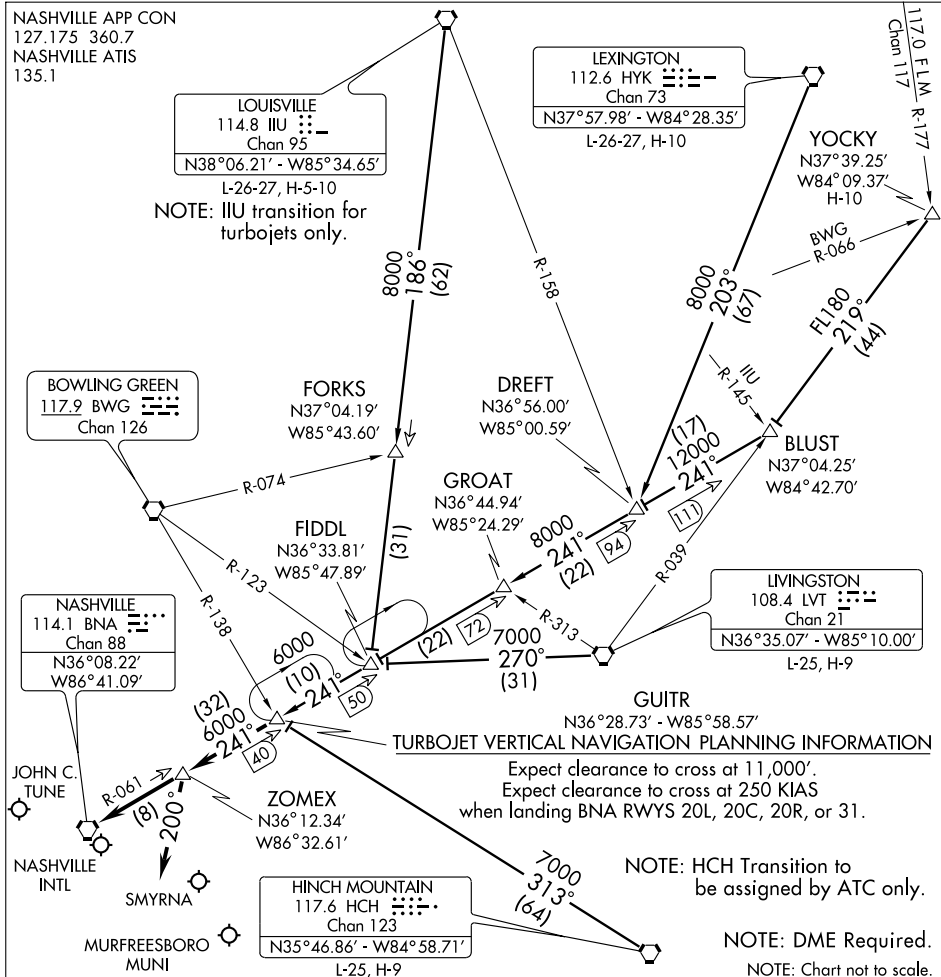
SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . .

VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

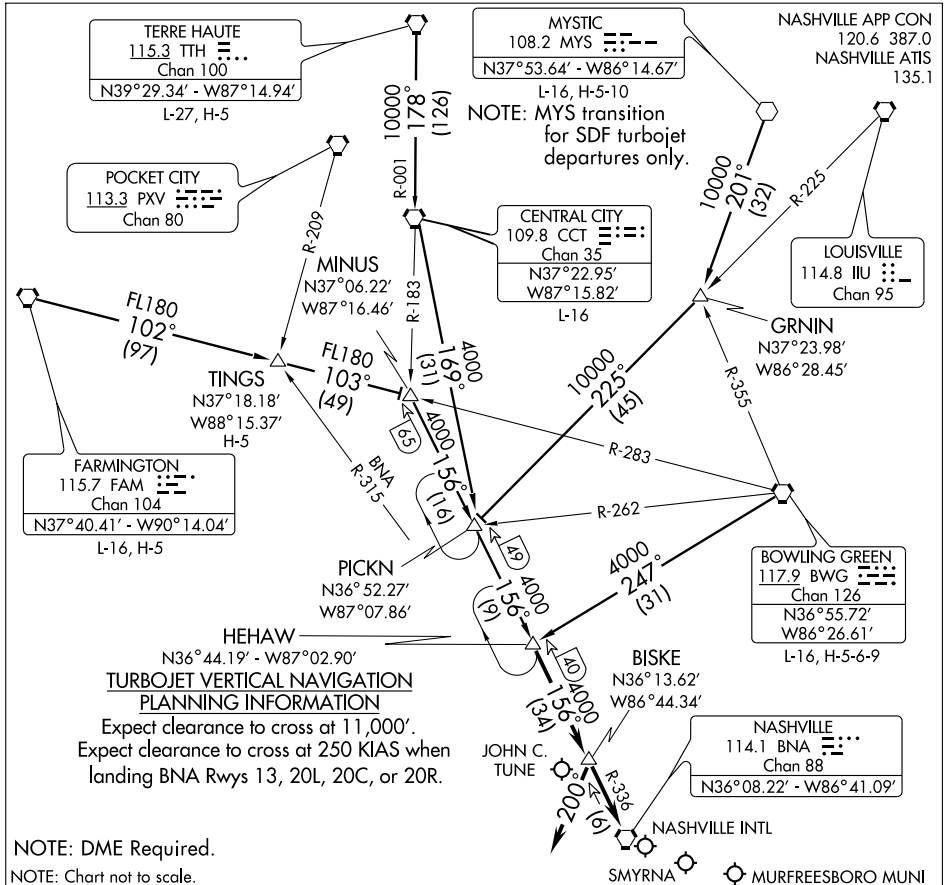
LOUISVILLE TRANSITION (LIU.GUITR4): From over LIU VORTAC via LIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. **NON-TURBINE; all runways:** From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IUU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .


TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. **NON-TURBINE;**

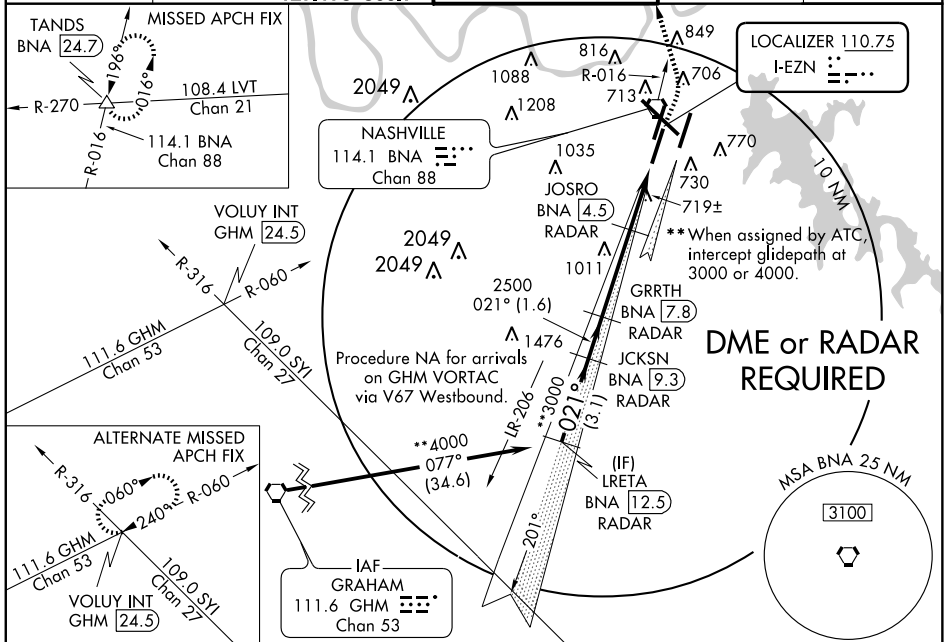
ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

LOC I-EZN	APP CRS	Rwy Idg	8000
<u>110.75</u>	021°	TDZE	587
		Apt Elev	599

ILS or LOC RWY 2C
NASHVILLE INTL (BNA)

<p>▼ For inoperative MALS/R, increase S-LOC 2C Cat A visibility to RVR 5000. Simultaneous approach authorized with RWY 2R.</p> <p>▲ DME or RADAR REQUIRED. ** RVR 1800 authorized with the use of FD or AP or HUD to DA. LOC procedure NA during simultaneous operations.</p>	<p>MALS/R</p> 	<p>MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via BNA VORTAC R-016 to TANDS INT/BNA 24.7 DME and hold.</p>
---	--	---

ATIS	NASHVILLE APP CON		NASHVILLE TOWER		GND CON		CLNC DEL
135.1	200°- 018°	120.6 387.0	118.6	257.8	121.9	348.6	126.05
	019°- 199°	127.175 360.7					



Procedure

Turn NA	LRETA BNA [12.5] RADAR	VGSI and ILS glidepath not coincident. JCKSN BNA [9.3] RADAR	GRRTH BNA [7.8] RADAR	1300 ↑	3000 ↖	BNA R-016	TANDS △
------------	------------------------------	--	-----------------------------	-----------	-----------	--------------	------------

ELEV 599 **D**

The diagram illustrates the JOSRO FIX procedure. It shows a series of waypoints and their associated altitudes: GS 3.00° TCH 60 at 4000 ft, JCKSN BNA [9.3] RADAR at 3000 ft, GRRTH BNA [7.8] RADAR at 2500 ft, JOSRO BNA [4.5] RADAR at 1420 ft, and BNA [2] at 1420 ft. The distance between JCKSN and GRRTH is 3.1 NM. The distance between GRRTH and JOSRO is 1.6 NM. The distance between JOSRO and BNA [2] is 3.3 NM. The distance from BNA [2] to the final point is 2.5 NM. A note indicates that when assigned by ATC, intercept the glidepath at 3000 or 4000 ft. A note also states that the LOC is only used if assigned.

CATEGORY	A	B	C	D
S-ILS 2C	**787/24 200 (200-½)			
S-LOC 2C	1420/40	833 (900-¾)	1420-2 833 (900-2)	1420-2¼ 833 (900-2¼)
CIRCLING	1420-1 821 (900-1)	1420-1¼ 821 (900-1¼)	1420-2½ 821 (900-2½)	1420-2¾ 821 (900-2¾)

JOSRO FIX MINIMUMS

S-LOC 2C	980/24 393 (400-½)	980/40 393 (400-¾)
CIRCLING	1100-1 501 (600-1)	1160-2 561 (600-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:47	3:51	2:53	2:19	1:56

TDZ/CL Rwy's 2L and 2R
REIL Rwy's 13, 31 and 20C

HIRL Rwy's 2R-20L, 2C-20C, 2L-20R, and 13-31

021° 5.8 NM from FAF

LOC/DME I-BNA <u>109.9</u> Chan 36	APP CRS 021°	Rwy Idg 7702 TDZE 599 Apt Elev 599
--	------------------------	---

ILS or LOC RWY 2L
NASHVILLE INTL (BNA)

T Simultaneous approach authorized with Rwy 2R.
DME or RADAR REQUIRED. LOC procedure NA
during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via BNA VORTAC R-270 to BEVEE INT/BNA 22.4 DME and hold.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7
----------------------	---

NASHVILLE TOWER
118.6 257.8

GND CON
121.9 348.6

CLNC DEL
126.05

MISSED APCH FIX

BEVEE

BNA 22.4

114.1 BNA

R-270

Chan 88

090°

270°

111.6 GHM

Chan 53

R-038

DME or RADAR
REQUIRED

The diagrams illustrate the 'ALTERNATE MISSED APCH FIX' procedure. The top diagram shows a standard approach fix with a 060° turn from R-316 to R-060. The bottom diagram shows an alternate missed approach fix with a 240° turn from R-060 back to R-316. Both diagrams include altitude and frequency information for Chans 53 and 27.

CATEGORY	A	B	C	D
S-ILS 2L	799/18 200 (200-½)			
S-LOC 2L	980/24 381 (400-½)			980/40 381 (400-¾)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

ILS or LOC RWY 2R

NASHVILLE INTL (BNA)

LOC/DME I-UQU 111.75 Chan 54 (Y)	APP CRS 021°	Rwy Idg 8000 TDZE 590 Apt Elev 599
--	------------------------	---

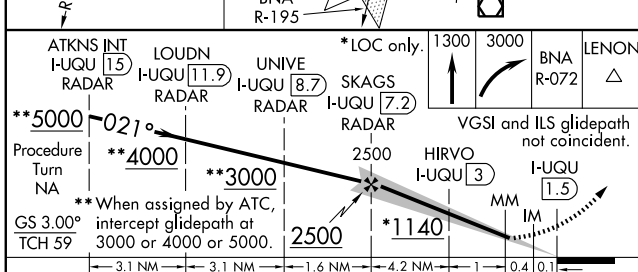
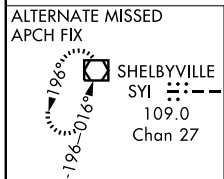
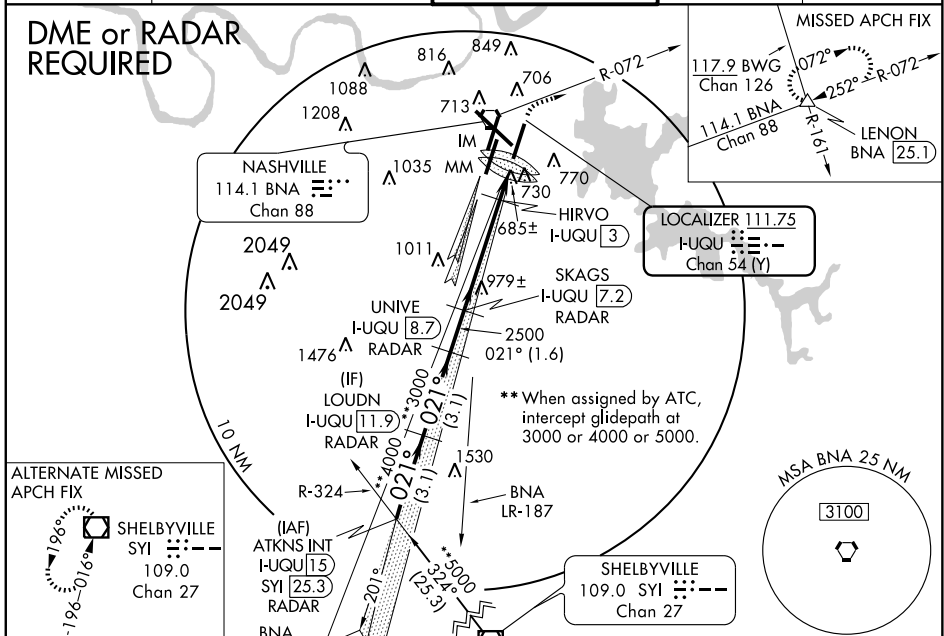
Simultaneous approach authorized with Rwy 2C or 2L.
DME or RADAR REQUIRED.
LOC procedure NA during simultaneous operations.



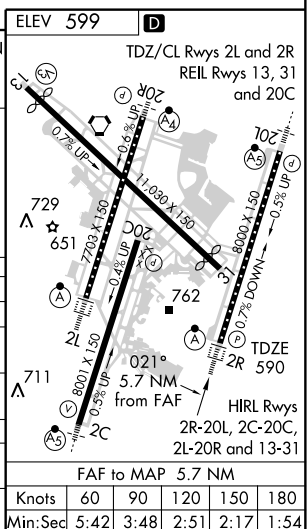
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
----------------------	---	---------------------------------------	-------------------------------	---------------------------

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 2R	790/18 200 (200-½)			
S-LOC 2R	1140/24	550 (600-½)	1140/50 550 (600-1)	1140/60 550 (600-1¼)
CIRCLING	1140-1	541 (600-1)	1140-1½ 541 (600-1½)	1160-2 561 (600-2)
HIRVO FIX MINIMUMS				
S-LOC 2R	1080/24	490 (500-½)	1080/40 490 (500-¾)	1080/50 490 (500-1)
CIRCLING	1100-1	501 (600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)



LOC/DME I-SSX
109.35
Chan **30** (Y)

APP CRS
201°

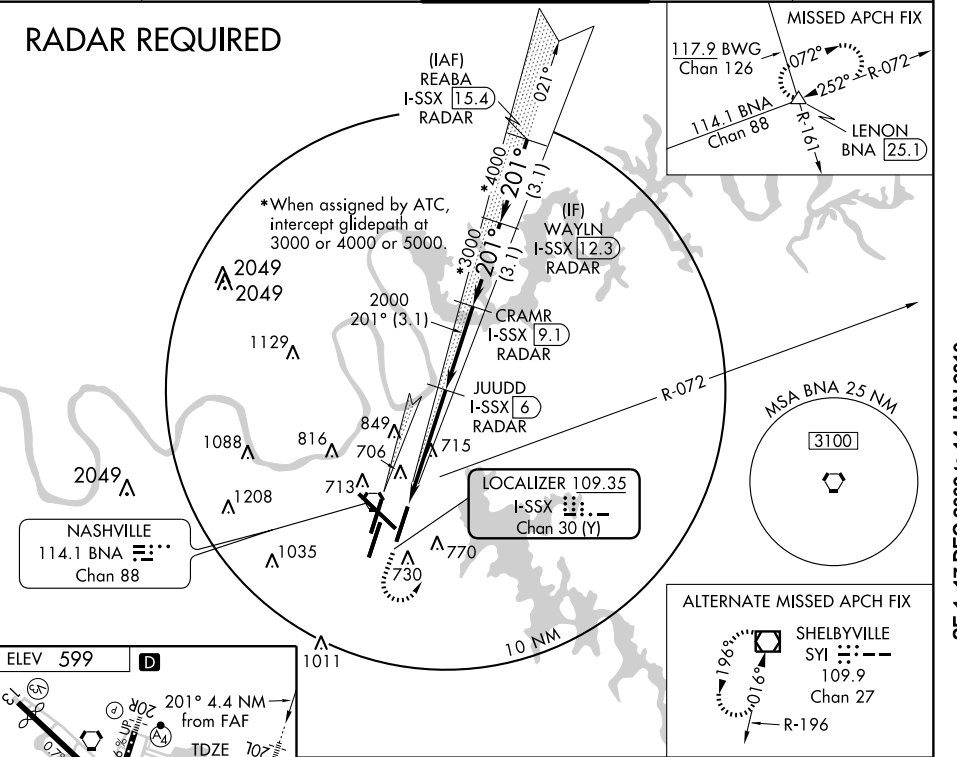
Rwy Idg
TDZE
Apt Elev
8000
551
599

Simultaneous approach authorized with Rwy 20R.
DME or RADAR REQUIRED.
LOC procedure NA during simultaneous operations.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH:
Climb to 1300 then climbing left turn to 3000 via BNA VORTAC R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
----------------------	---	---------------------------------------	-------------------------------	---------------------------



ELEV 599

1300 3000 LENON

BNA R-072

VGSI and ILS glidepath not coincident.

REABA I-SSX 15.4 RADAR

WAYLN I-SSX 12.3 RADAR

CRAMR I-SSX 9.1 RADAR

JUDD I-SSX 6 RADAR

I-SSX 1.6

I-SSX 2.8

2000

201°

*5000

GS 3.00° TCH 47

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

CATEGORY	A	B	C	D
S-ILS 20L	** 751/24 200 (200-1/2)			
S-LOC 20L	980/24	429 (400-1/2)	980/40 429 (400-3/4)	980/50 429 (400-1)
CIRCLING	1100-1	501 (600-1)	1120-1 1/2 521 (600-1 1/2)	1160-2 561 (600-2)



FAF to MAP 4.4 NM

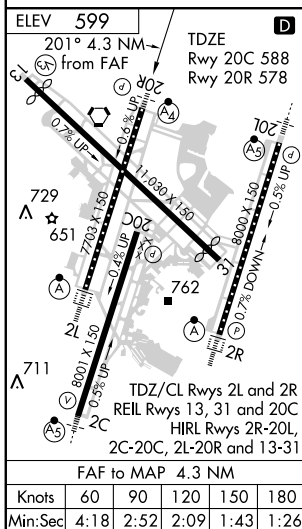
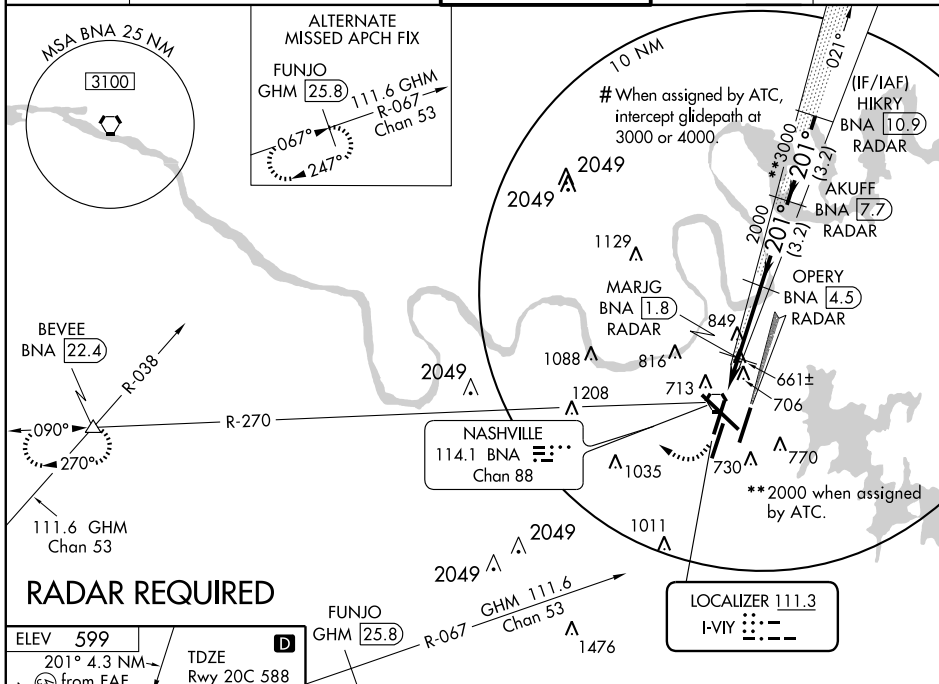
Knots	60	90	120	150	180
Min:Sec	4:23	2:56	2:12	1:45	1:28

SE-1, 17 DEC 2009 to 14 JAN 2010

LOC I-VII	APP CRS	Rwy Idg	20R 7702	20C 8000
<u>111.3</u>	201°	TDZE	578	588
		Apt Elev	599	599

ILS or LOC RWY 20R
NASHVILLE INTL (BNA)

	Simultaneous approach authorized with Rwy 20L. DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations.		MALSF 	MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via heading 300° and BNA VORTAC R-270 to BEVEE INT/BNA VORTAC 22.4 DME and hold.	
	ATIS 135.1	NASHVILLE APP CON 200° - 018° 120.6 387.0 019° - 199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05



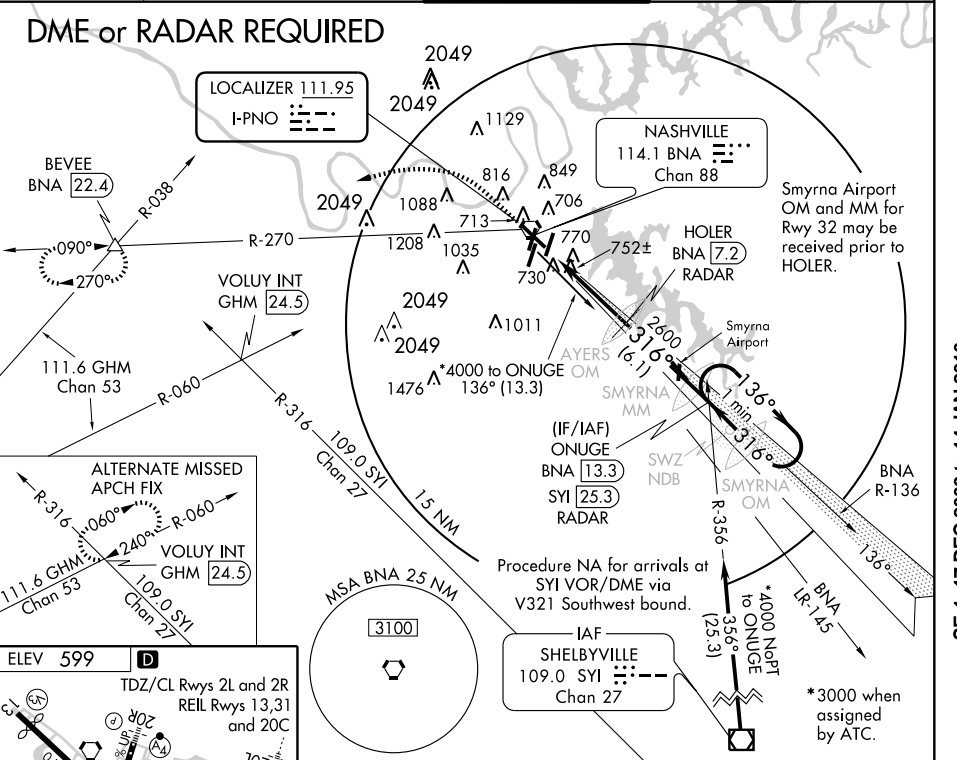
CATEGORY	A	B	C	D
S-ILS 20R	778/40 200 (200-¾)			
S-LOC 20R	920/40 342 (400-¾)			920/60 342 (400-1¼)
SIDESTEP 20C	960-1 372 (400-1)	960-1½ 372 (400-1½)	960-2 372 (400-2)	
CIRCLING	1100-1 501 (600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)	

▽

DME or RADAR REQUIRED.

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via BNA R-270 to BEVEE INT/BNA 22.4 DME and hold.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05



ELEV 599

TDZ/CL Rwy 2L and 2R

REIL Rwy 13, 31 and 20C

TDZE 577

316° 6.1 NM from FAF

HIRL Rwy 2R-20L, 2C-20C, 2L-20R and 13-31

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

1400

4000

BEVEE

BNA R-270

BNA 1.2

HOLER BNA 7.2 RADAR

ONUGE BNA 13.3 RADAR

One Minute Holding Pattern

136°

316°

*4000

GS 3.00° TCH 52

*3000 when assigned by ATC.

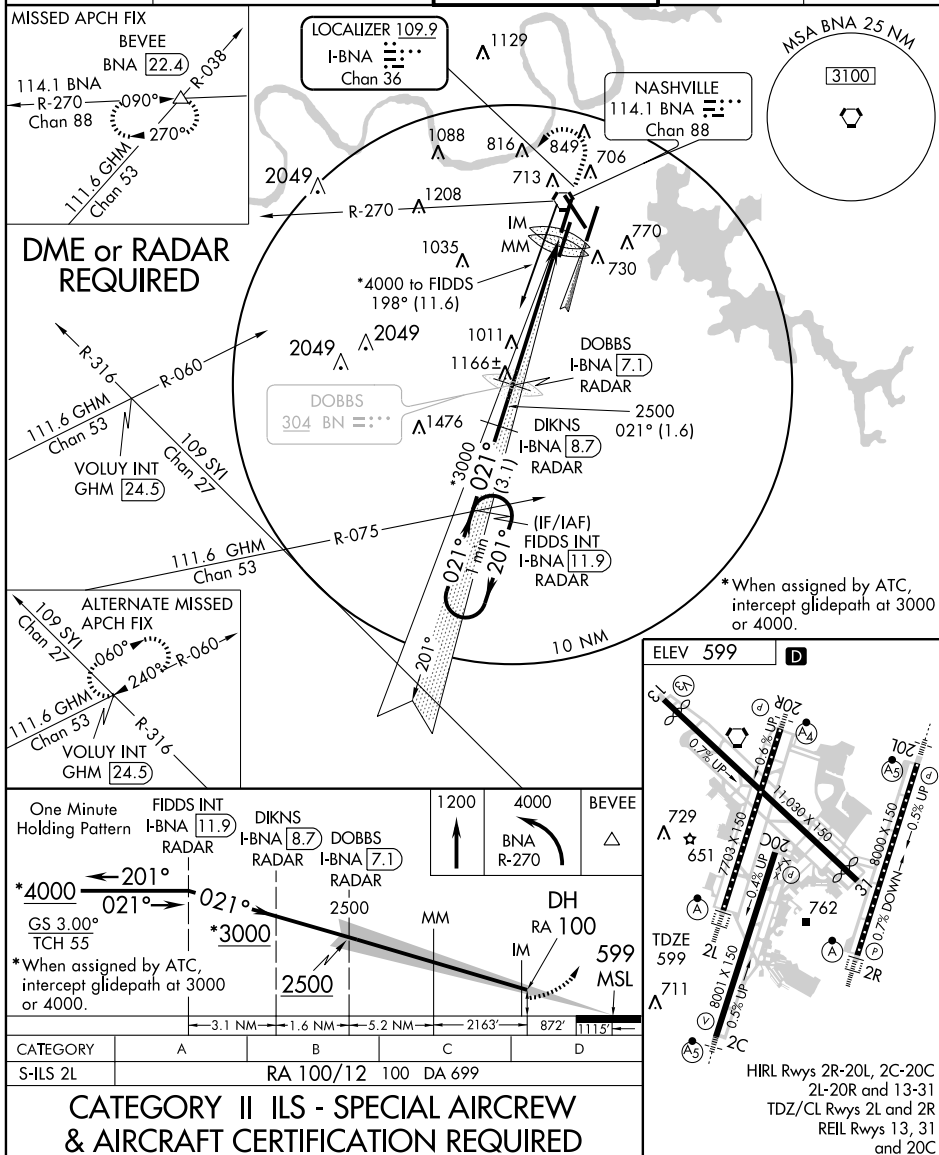
CATEGORY	A	B	C	D
S-ILS 31	777-3/4 200 (200-3/4)			
S-LOC 31	1020-1	443 (500-1)	1020-1 1/4 443 (500-1 1/4)	1020-1 1/2 443 (500-1 1/2)
CIRCLING	1100-1	501 (600-1)	1120-1 1/2 521 (600-1 1/2)	1160-2 561 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

LOC/DME I-BNA 109.9 Chan 36	APP CRS 021°	Rwy Idg TDZE Apt Elev 7702 599 599
---	------------------------	---



ILS RWY 2L (CAT II) NASHVILLE INTL (BNA)

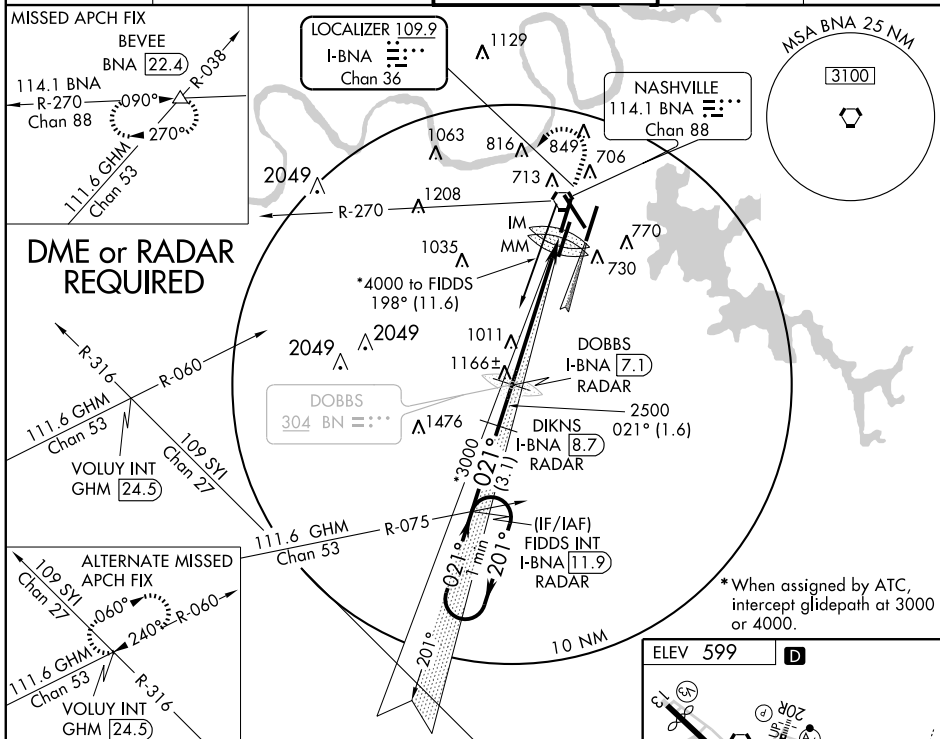
<div><div></div><div>Simultaneous approach authorized with Rwy 2R. DME or RADAR REQUIRED.</div></div>		<div><div>ALSF-2</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></</div></div></div></div>
---	--	--



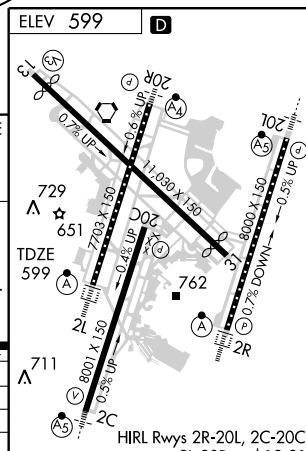
LOC/DME I-BNA	APP CRS	Rwy Idg	7702
109.9	021°	TDZE	599
Chan 36		Apt Elev	599

ILS RWY 2L (CAT III) NASHVILLE INTL (BNA)

	Simultaneous approach authorized with Rwy 2R. DME or RADAR REQUIRED.		ALSF-2 	MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via BNA VORTAC R-270 to BEVEE INT/BNA 22.4 DME and hold.		
	ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05	



One Minute Holding Pattern FIDDS INT I-BNA 11.9 RADAR DIKNS I-BNA 8.7 RADAR DOBBBS I-BNA 7.1 RADAR 1200 4000 BEVEE BNA R-270 2500 599 MSL 3.1 NM 1.6 NM 5.2 NM 2099' 936' 1115'	
*4000 021° GS 3.00° TCH 55 *When assigned by ATC, intercept glidepath at 3000 or 4000.	*3000 021°
CATEGORY	A
S-ILS 2L	CAT IIIA RVR 07
S-ILS 2L	CAT IIIB RVR 06
S-ILS 2L	CAT IIIC NA



CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-UQU 111.75 Chan 54 (Y)	APP CRS 021°	Rwy Idg TDZE Apt Elev	8000 590 599
--	------------------------	-----------------------------	---

ILS RWY 2R (CAT II)
NASHVILLE INTL (BNA)

T Simultaneous approach authorized with Rwy 2C or 2L.
DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS
135.1

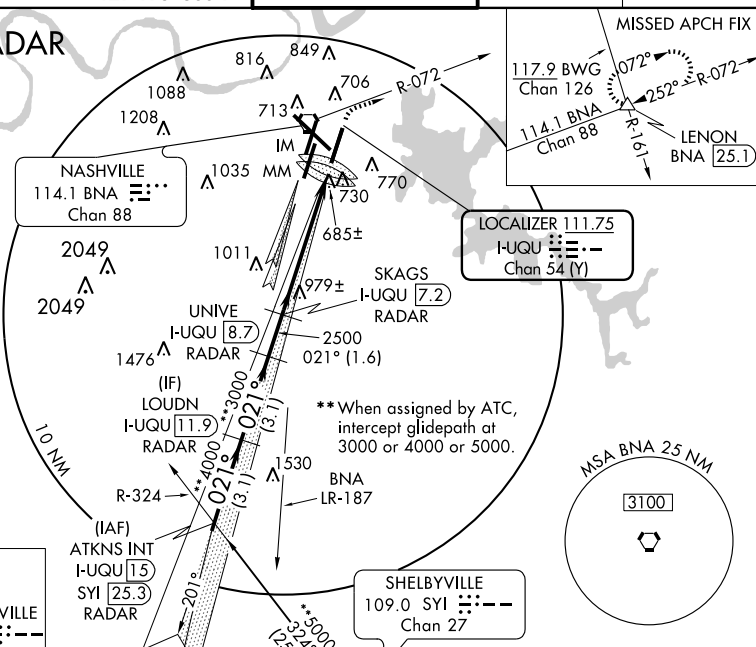
NASHVILLE APP CON		
200°-018°	120.6	387.0
019°-199°	127.175	360.7

NASHVILLE TOWER
118.6 257.8

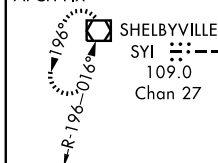
GND CON
121.9 348.6

CLNC DEL
126.05

DME or RADAR
REQUIRED



ALTERNATE MISSED
APCH FIX



ATKNS INT
I-UQU 15
RADAR

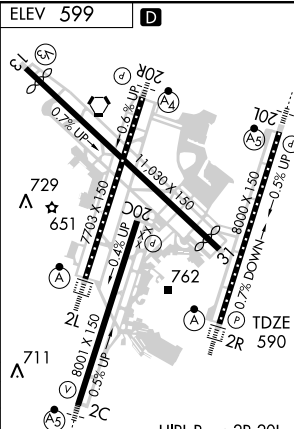
LOUDN
I-UQU 11.9

UNIVERSITY OF CALIFORNIA, BERKELEY

1300	3000	LENON
↑	↘ BNA R-072	△

VGSI and ILS glidepath
not coincident.

MM RA 116 /



HIRL Rwy 2R-20L
2C-20C, 2L-20R and 13-31
TDZ/CL Rwy 2L and 2R
REIL Rwy 13, 31
and 20C

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ILS RWY 2R (CAT III)

NASHVILLE INTL (BNA)

LOC/DME I-UQU 111.75 Chan 54 (Y)	APP CRS 021°	Rwy Idg TDZE Apt Elev 8000 590 599
--	------------------------	--

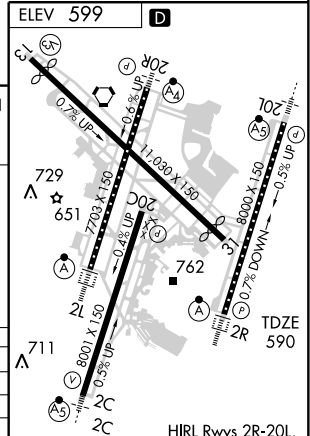
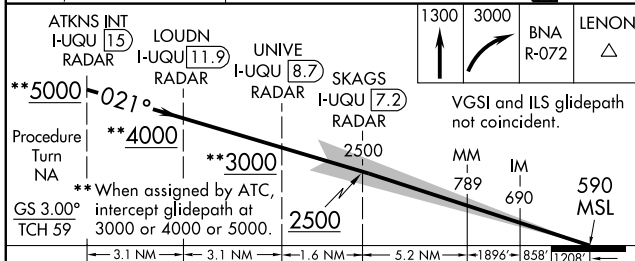
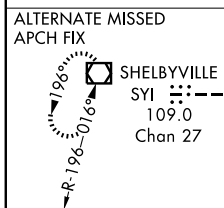
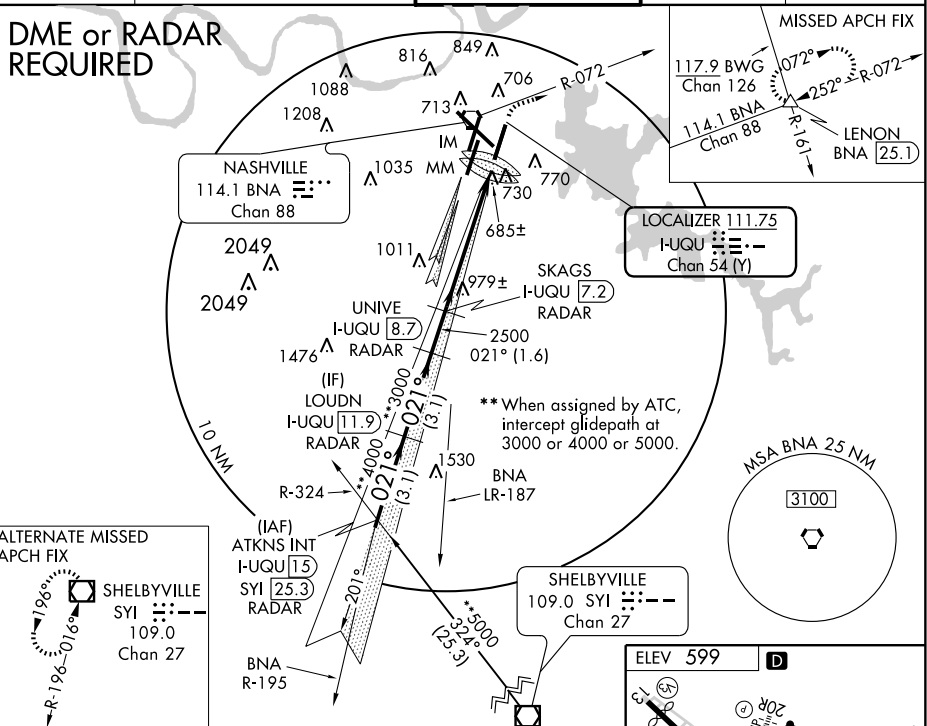
Simultaneous approach authorized with Rwy 2C or 2L.
DME or RADAR REQUIRED.



MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BNA R-072 to LENON INT/BNA 25.1 DME and hold.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
----------------------	---	---------------------------------------	-------------------------------	---------------------------

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 2R		CAT IIIA	RVR 07	
S-ILS 2R		CAT IIIB	RVR 06	
S-ILS 2R		CAT IIIC	NA	

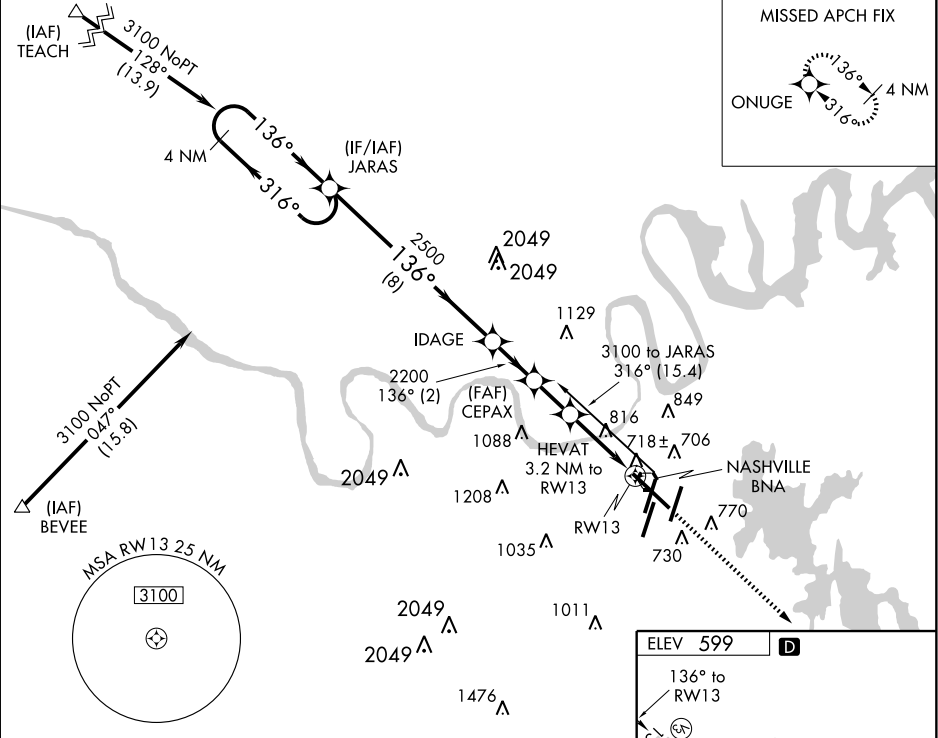
CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL Rwy 2R-20L, 2C-20C, 2L-20R and 13-31
TDZ/CL Rwy 2L and 2R
REIL Rwy 13,31 and 20C

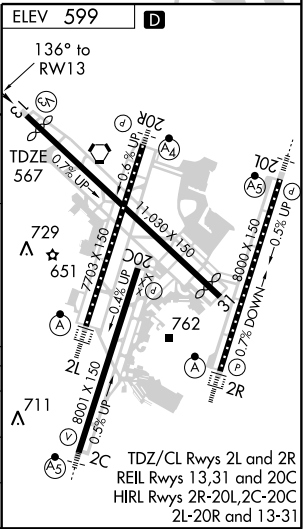
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to
3000 direct ONUGE and hold.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
---------------	---	--------------------------------	------------------------	--------------------



4 NM Holding Pattern		JARAS	VGSI and RNAV glidepath not coincident.		3000	ONUGE
3100		316°	136°	2500	*LNAV only. *1.3 NM to RW13	
GS 3.00° TCH 55		8 NM	2 NM	1.8 NM	1.9 NM	1.3
CATEGORY	A	B	C	D		
LNAV/VNAV DA	968-1½		401 (400-1½)			
LNAV MDA	1080-1	513 (500-1)	1080-1½ 513 (500-1½)	1080-1¾ 513 (500-1¾)		
CIRCLING	1100-1	501 (600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)		



▼

For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct GUYEK and via track 019° to HIKRY and hold, continue climb-in-hold to 4000.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
----------------------	---	---------------------------------------	-------------------------------	---------------------------

JASOP		VGSi and RNAV glidepath not coincident.		4000	GUYEK	TRK 019°	HIKRY
3000		GRTH	2500	JOSRO 2.5 NM to RW02C	*LNAV only.		
Procedure Turn NA		021°	2500	*1.2 NM to RW02C	RW02C		
GS 3.00°		6.1 NM	3.3 NM	1.3 NM	1.2		
TCH 60		A	B	C	D		
CATEGORY		787/24		200 (200-1/2)			
LPV DA							
LNAV/VNAV DA		1041/50		454 (500-1)			
LNAV MDA		980/24		393 (400-1/2)		980/50 393 (400-1)	
CIRCLING		1100-1 501 (600-1)		1120-1 1/2 521 (600-1/2)		1160-2 561 (600-2)	

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS CH 42713 W02A	APP CRS 021°	Rwy Idg TDZE Apt Elev	7702 599 599
--	------------------------	-----------------------------	---

RNAV (GPS) Y RWY 2L

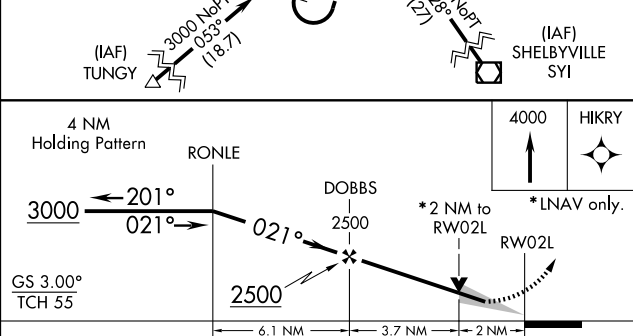
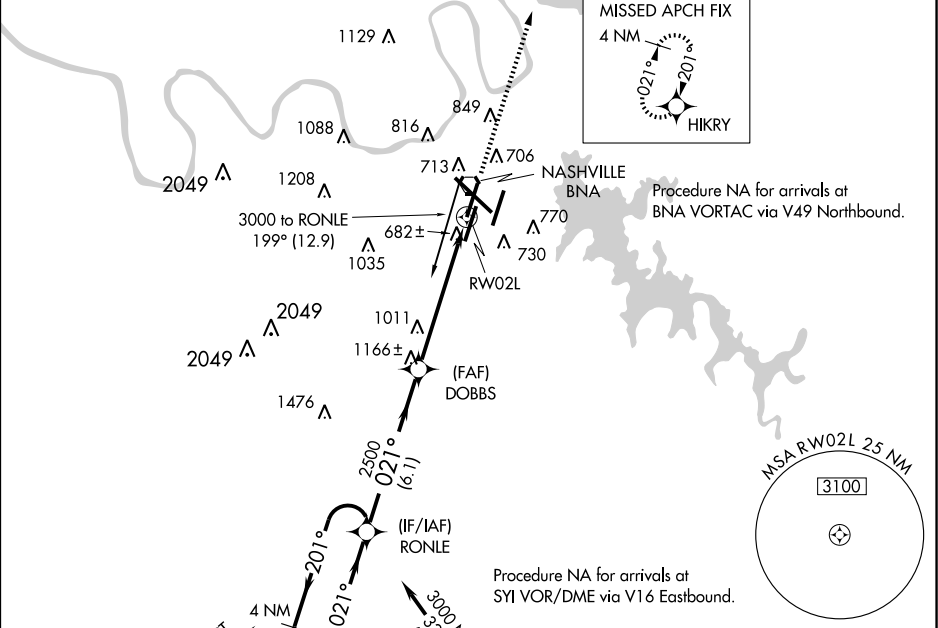
NASHVILLE INTL (BNA)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA.

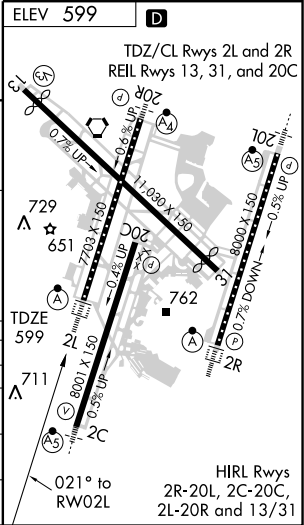
ALSIF-2
A

MISSED APPROACH: Climb to 4000 direct HIKRY and hold, continue climb-in-hold to 4000.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
----------------------	---	---------------------------------------	-------------------------------	---------------------------



CATEGORY	A	B	C	D
LPV DA		799/24	200 (200-1/2)	
LNAV/VNAV DA		999/40	400 (400-3/4)	
LNAV MDA	1280/24	681 (700-1/2)	1280-1 1/2 681 (700-1 1/2)	1280-1 3/4 681 (700-1 3/4)
CIRCLING	1280-1	681 (700-1)	1280-2 681 (700-2)	1280-2 1/4 681 (700-2 1/4)



WAAS CH 93713 W02D	APP CRS 021°	Rwy Idg 8000 TDZE 590 Apt Elev 599
--	------------------------	---

RNAV (GPS) Y RWY 2R
NASHVILLE INTL (BNA)

NASHVILLE INTL (BNA)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

ALSF-2



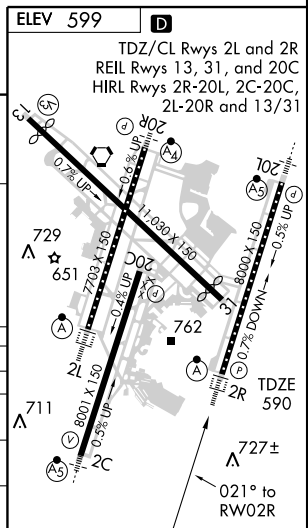
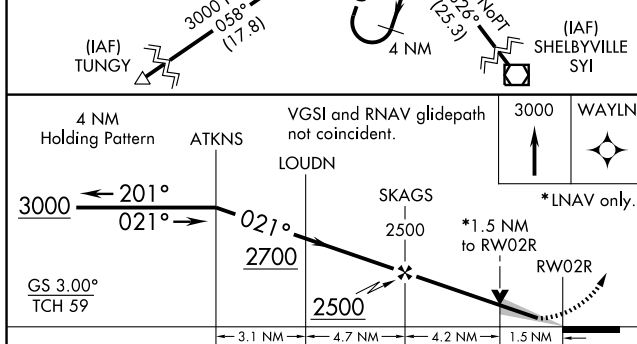
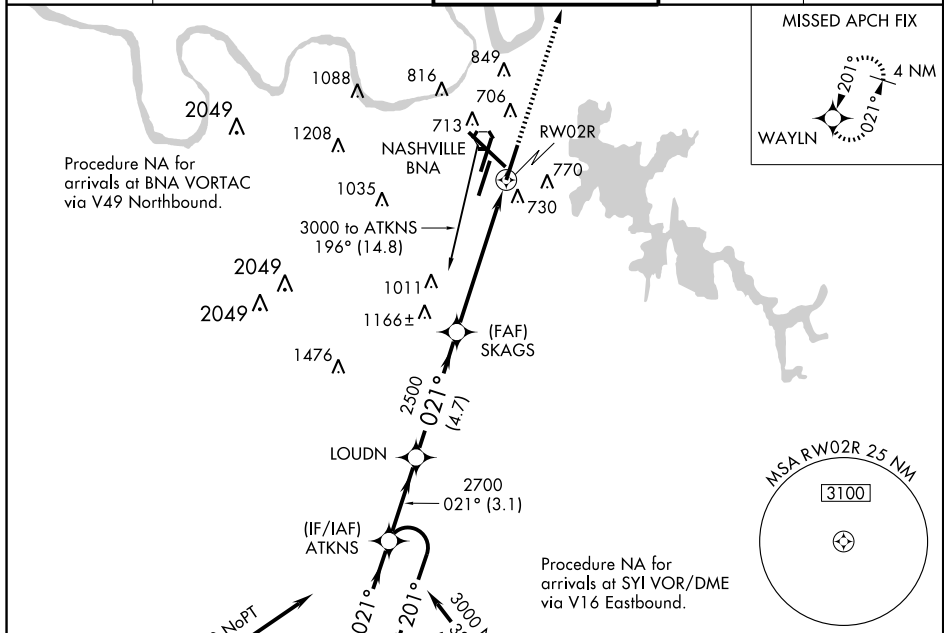
MISSED APPROACH: Climb to 3000 direct WAYLN and hold.

ATIS
135.1

NASHVILLE APP CON
200° - 018° **120.6 387.0**
019° - 199° **127.175 360.7**

NASHVILLE TOWER
118.6 257.8

GND CON
121.9 348.6

CLNC DEL
126.05


WAAS
CH **49013**
W20D

APP CRS
201°

Rwy Idg
TDZE
Apt Elev

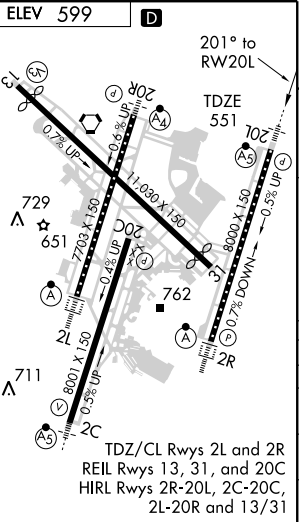
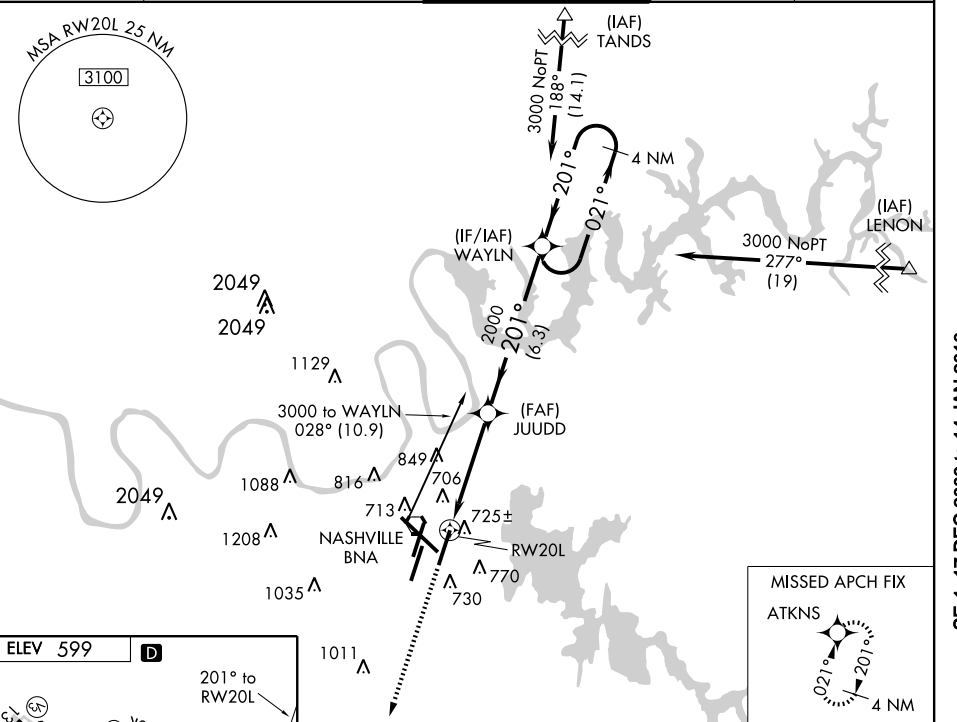
8000
551
599

For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

MALSR


MISSED APPROACH: Climb to
3000 direct ATKNS and hold.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
----------------------	---	---------------------------------------	-------------------------------	---------------------------



3000
↑
ATKNS

VGSI and RNAV glidepath
not coincident.

WAYLN
4 NM
Holding Pattern

021° → 3000
← 201°

GS 3.00°
TCH 47

*LNAV only.

JUDD
2000

1.2 NM
to RW20L

3.2 NM

6.3 NM

CATEGORY	A	B	C	D
LPV DA	751/24		200 (200-1/2)	
LNAV/VNAV DA	1019/60		468 (500-1 1/4)	
LNAV MDA	980/24	429 (400-1/2)	980/40 429 (400-3/4)	980/50 429 (400-1)
CIRCLING	1100-1	501 (600-1)	1120-1 1/2 521 (600-1 1/2)	1160-2 561 (600-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS
CH 78411
W20A

APP CRS
201°

Rwy Idg
TDZE
Apt Elev

7702
578
599

▽

Inoperative table does not apply to LNAV/VNAV all Cats or LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSF

4

MISSED APPROACH: Climb to 3000 direct RONLE and hold.

ATIS 135.1	NASHVILLE APP CON 200° - 018° 120.6 387.0 019° - 199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
---------------	---	--------------------------------	------------------------	--------------------

ELEV 599

201° to RW20R

TDZE 578

729 A 651 A 711 A

7703 X 1.50 7703 X 1.50 8001 X 1.50 8001 X 1.50

0.7% UP 0.8% UP 0.5% UP 0.5% UP

0.4% UP 0.7% DOWN


2L 2R

TDZ/CL Rws 2L and 2R
REIL Rws 13, 31 and 20C
HIRL Rws 2R-20L, 2C-20C,
2L-20R and 13-31

3000 RONLE		VGSI and RNAV glidepath not coincident.		HIKRY		4 NM Holding Pattern						
*LNAV only.		MARJG OPERY		2000		021° → 4000						
*1.1 NM to RW20R		1.6 NM to RW20R		2000		← 201°						
1.1 NM		0.5		2.7 NM		6.4 NM						
CATEGORY	A	B	C	D	GS 3.00° TCH 59							
LPV DA	778/40 200 (200-¾)											
LNAV/VNAV DA	1015-1½ 437 (500-1½)											
LNAV MDA	980/40	402 (400-¾)	980/60	402 (400-1¼)								
CIRCLING	1100-1	501 (600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)								

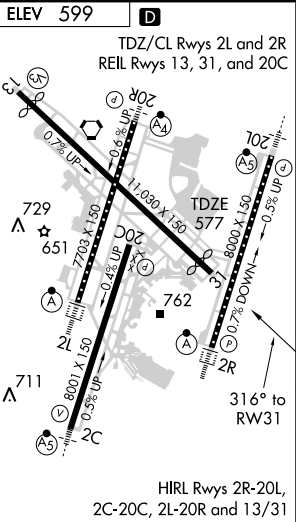
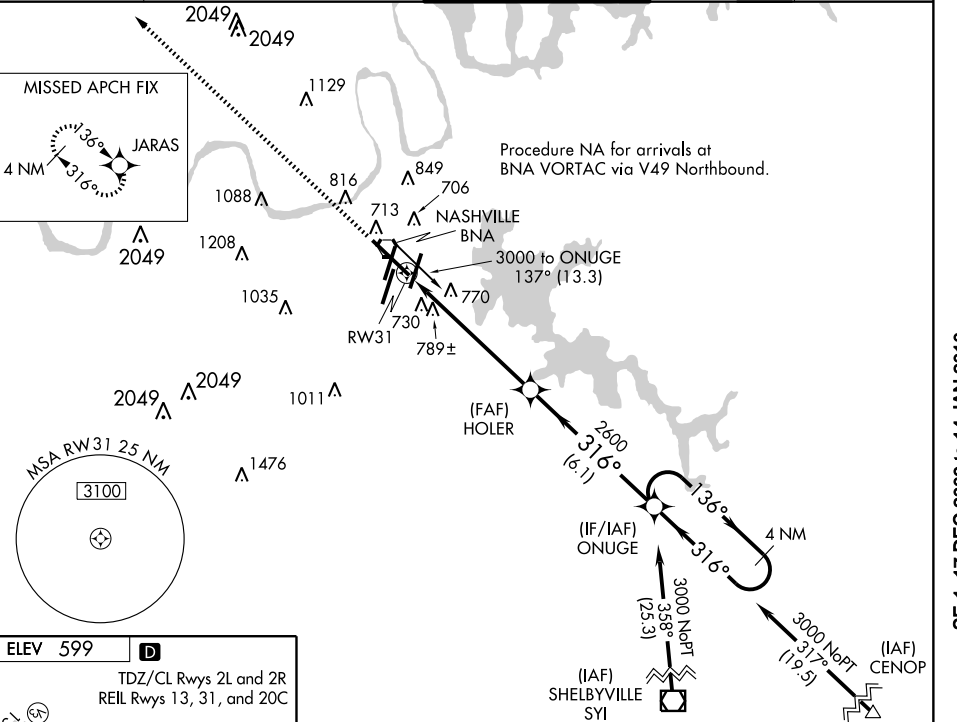
SE-1, 17 DEC 2009 to 14 JAN 2010

WAAS CH 65913 W31A	APP CRS 316°	Rwy Idg TDZE Apt Elev	9487 577 599
--	------------------------	-----------------------------	---

 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct JARAS and hold.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
----------------------	---	---------------------------------------	-------------------------------	---------------------------



3100

↑

JARAS

✦

*LNAV only.

ONUGE

4 NM Holding Pattern

136°

←316°

3000

GS 3.00°

TCH 52

HOLER

2600

316°

2600

RW31

1.4 NM

1.4 NM to RW31

4.7 NM

6.1 NM

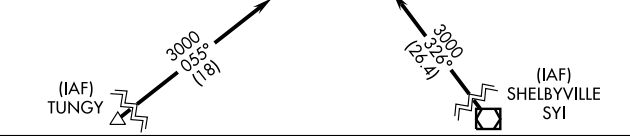
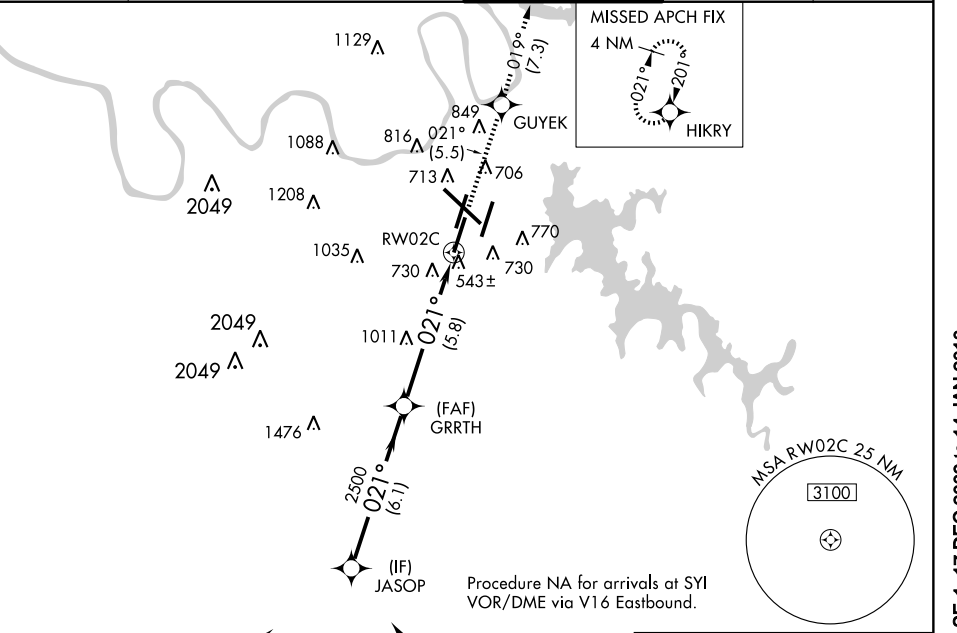
CATEGORY	A	B	C	D
LPV DA		777-¾	200 (200-¾)	
LNAV/ VNAV DA		1060-1¾	483 (500-1¾)	
LNAV MDA	1060-1	483 (500-1)	1060-1¼ 483 (500-1¼)	1060-1½ 483 (500-1½)
CIRCLING	1100-1	501 (600-1)	1120-1½ 521 (600-1½)	1160-2 561 (600-2)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative MALS, increase RNP 0.20 visibility to RVR 5000 all Cats, RNP 0.30 visibility to 1¾ all Cats.

MALSRA5

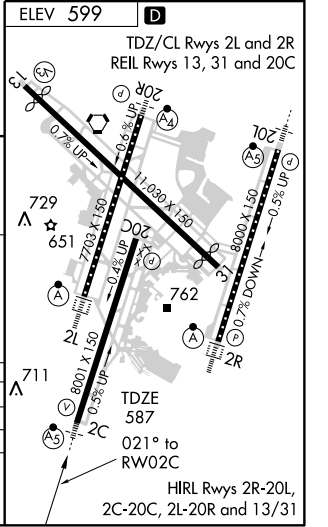
MISSED APPROACH: Climb to 4000 via track 021° to GUYEK and via track 019° to HIKRY and hold, continue climb-in-hold to 4000.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
---------------	---	--------------------------------	------------------------	--------------------



Procedure Turn NA	JASOP	GRRTH	GUYEK	HIKRY
GP 3.00° TCH 60	3000	2500	4000	4000
	021°	021°	019°	019°
	6.1 NM	5.8 NM		
CATEGORY	A	B	C	D
RNP 0.20 DA	884/24	297 (300-½)		
RNP 0.30 DA	1078/60	491 (500-1¼)		

SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED



APP CRS	Rwy Idg	7702
021°	TDZE	599
	Apt Elev	599

RNAV (RNP) Z RWY 2L

NASHVILLE INTL (BNA)

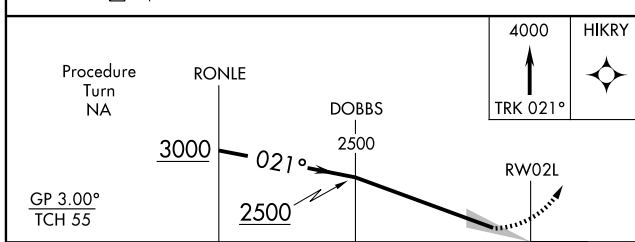
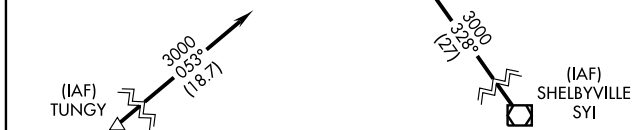
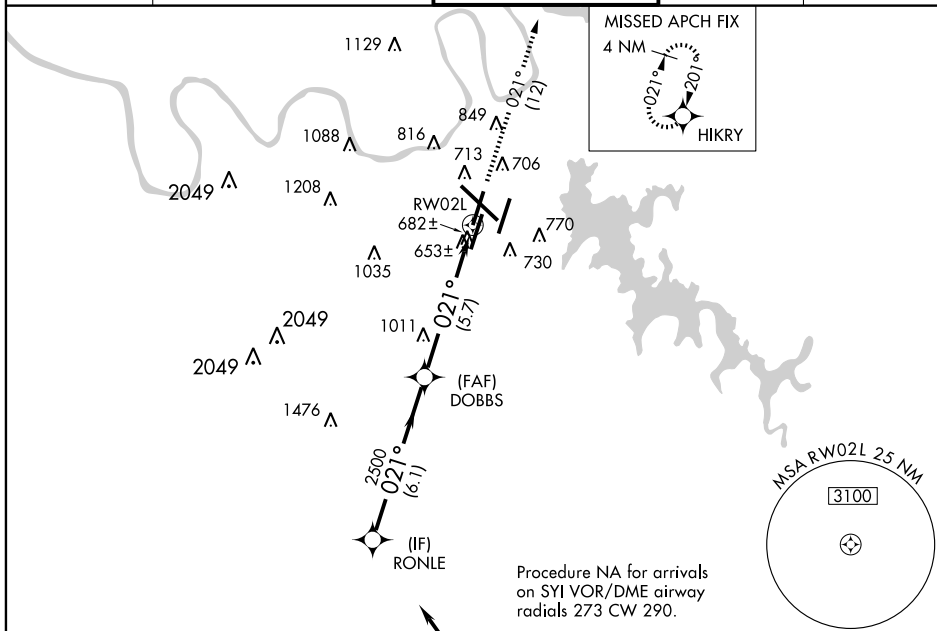
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (117°F). For inoperative ALSF, increase RNP 0.20 visibility to RVR 5000 all Cats, RNP 0.30 visibility to 1½ all Cats.

ALSF-2



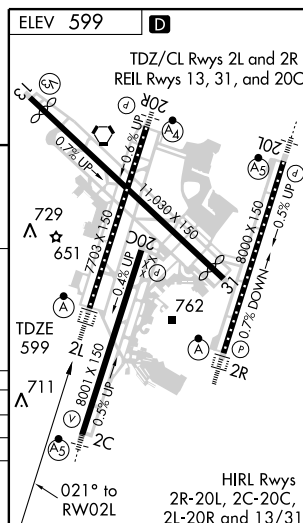
MISSED APPROACH: Climb to 4000 via track 021° to HIKRY and hold, continue climb-in-hold to 4000.

ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL
135.1	200°-018° 120.6 387.0 019°-199° 127.175 360.7	118.6 257.8	121.9 348.6	126.05



CATEGORY	A	B	C	D
RNP 0.20 DA	927/24	328 (400-½)		
RNP 0.30 DA	1009/40	410 (500-¾)		

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**



RNAV (RNP) Z RWY 2R

NASHVILLE INTL (BNA)



For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative ALSF, increase RNP 0.30 visibility to 1½ all Cats. When VGSI inop, procedure NA at night. GPS Required.

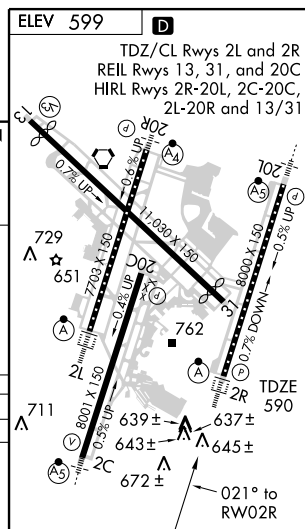
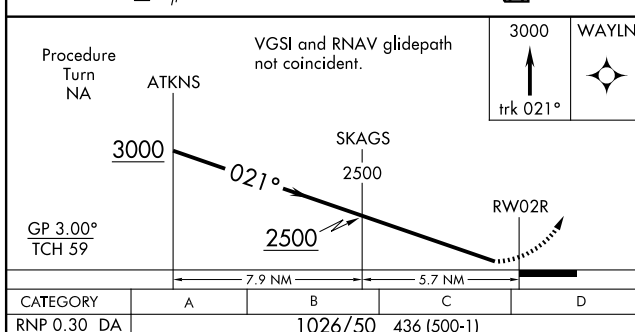
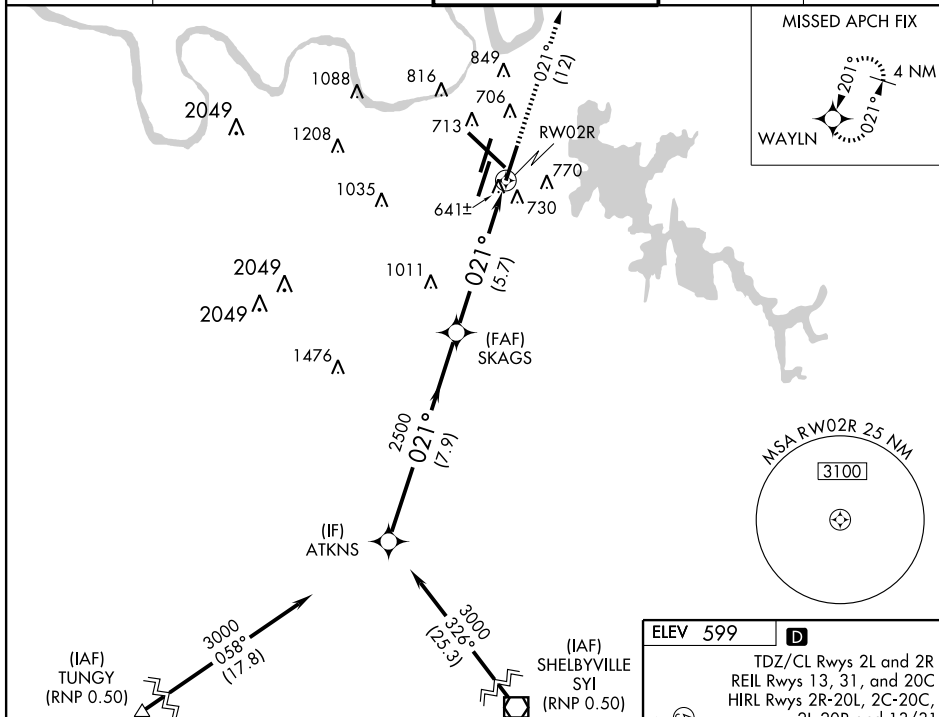
ALSF-2



MISSED APPROACH:

Climb to 3000 via track 021° to WAYLN and hold.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
----------------------	---	---------------------------------------	-------------------------------	---------------------------



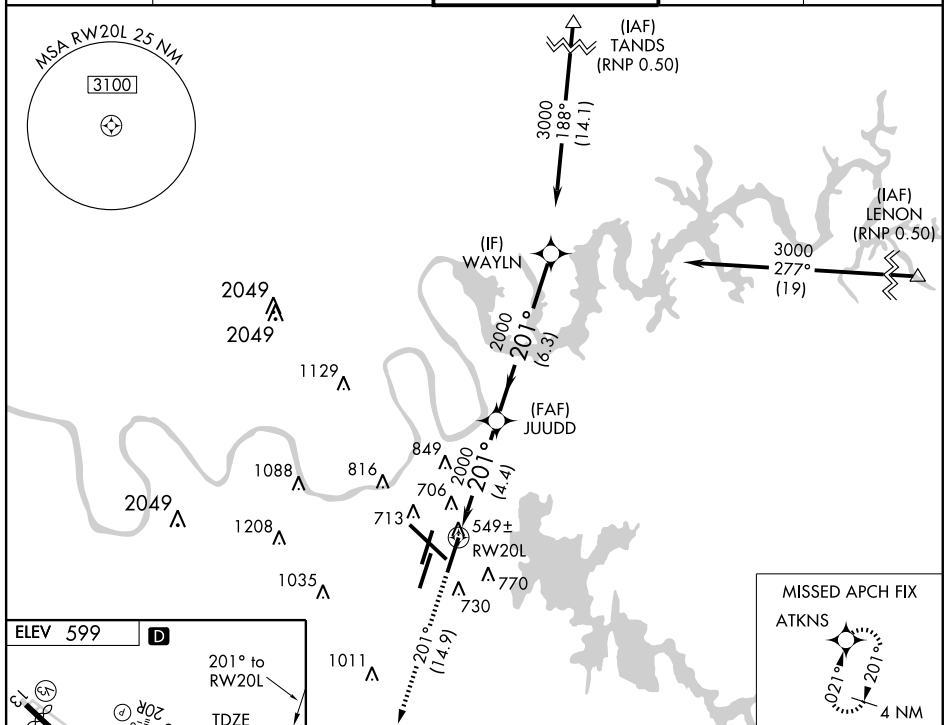
**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

RNAV (RNP) Z RWY 20L

NASHVILLE INTL (BNA)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (117°F). For inoperative MALS, increase RNP 0.20 visibility to RVR 6000 all Cats, RNP 0.30 visibility to 1¾ all Cats. Visibility reduction by helicopters NA. * RNP 0.20 missed approach requires minimum climb of 365 feet per NM to 1100.	MALS 	MISSED APPROACH: Climb to 3000 via track 201° to ATKNS and hold.
--	-----------------	--

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
-----------------------------	--	--	--------------------------------------	----------------------------------



ELEV 599 D 	3000 ATKNS TRK 201°	VGSI and RNAV glidepath not coincident.	WAYLN 3000 201° 2000 4.4 NM 6.3 NM	Procedure Turn NA GP 3.00° TCH 47
CATEGORY	A	B	C	D
RNP 0.20 DA *	901/40	350 (400-¾)		
RNP 0.30 DA	1011/60	460 (500-1¼)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS 201°	Rwy Idg TDZE Apt Elev	7702 578 599
------------------------	-----------------------------	---

RNAV (RNP) Z RWY 20R

NASHVILLE INTL (BNA)

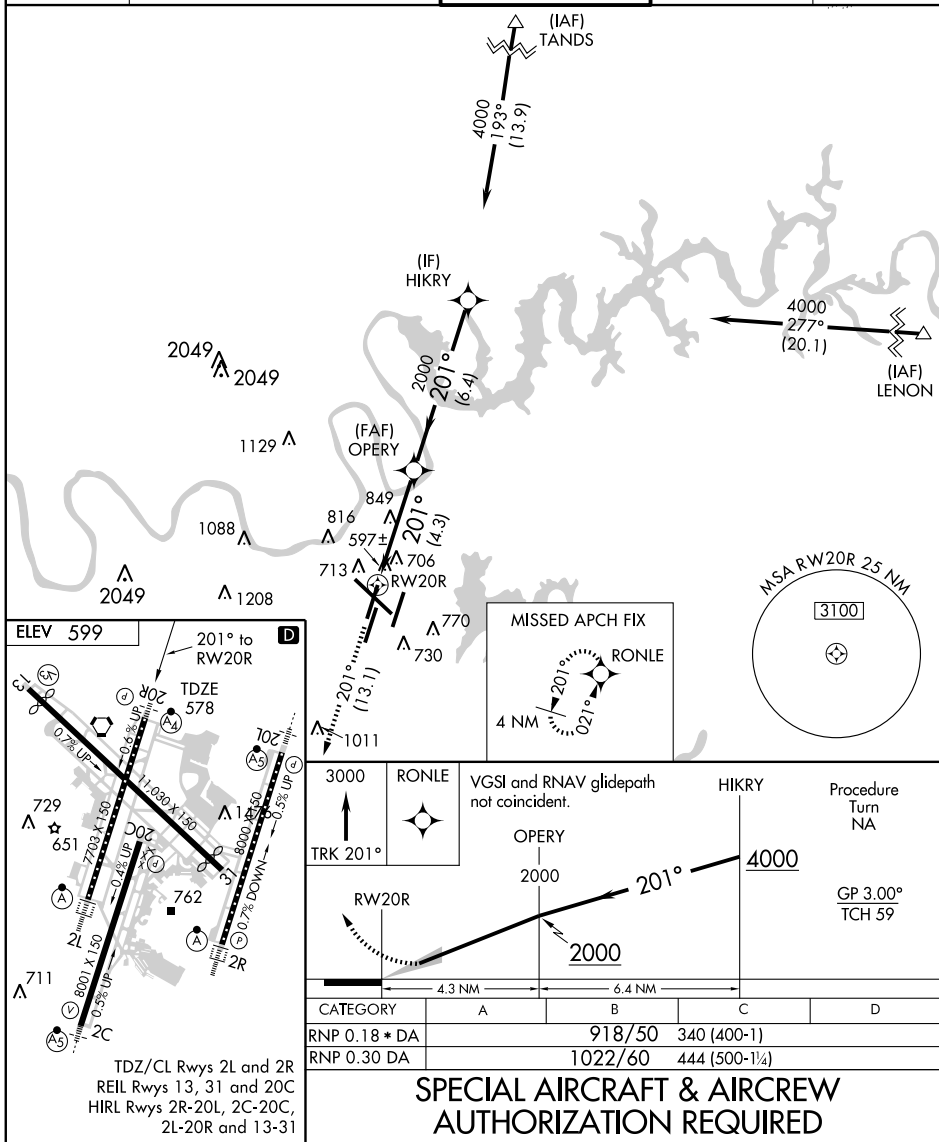
- T** GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). For inoperative MALSF, increase RNP 0.18* visibility to RVR 6000 all Cats, RNP 0.30 visibility to 1½ all Cats.
 *RNP 0.18 missed approach requires minimum climb of 350 feet per NM to 1100.

MAISF



MISSED APPROACH: Climb to 3000 via track 201° to RONLE and hold.

ATIS 135.1	NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6	CLNC DEL 126.05
----------------------	---	---------------------------------------	-------------------------------	---------------------------



SE-1. 17 DEC 2009 to 14 JAN 2010

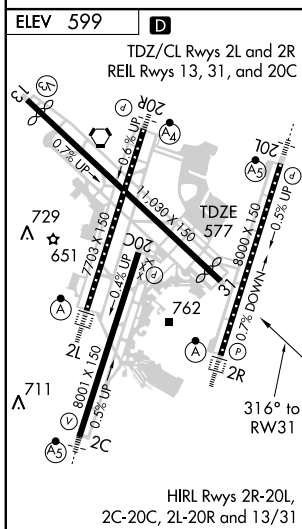
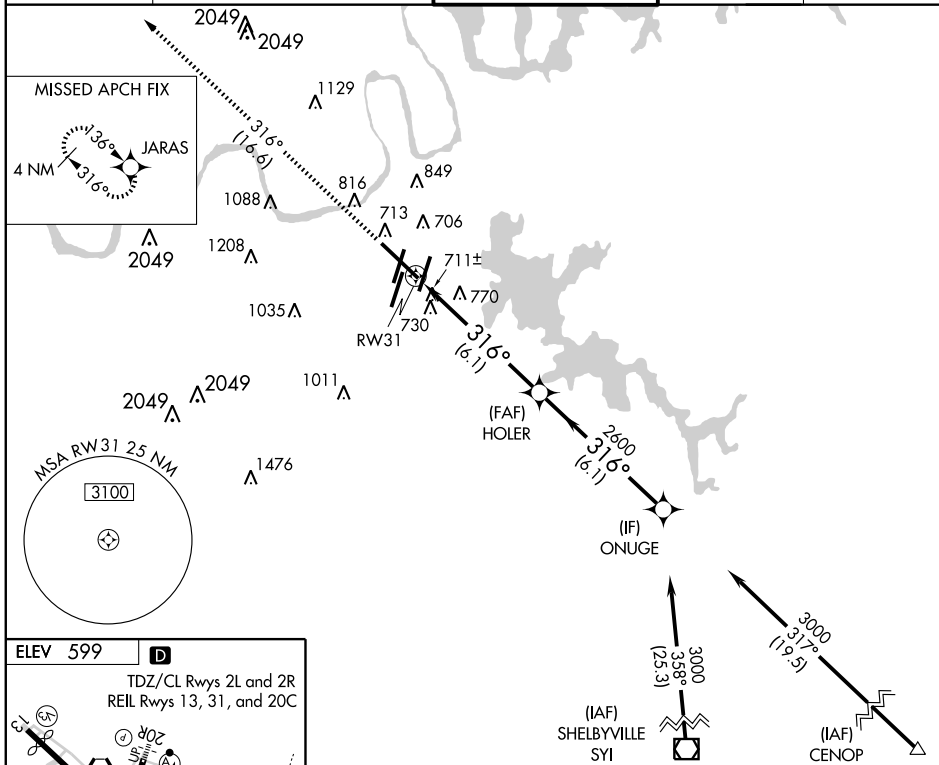
APP CRS	Rwy Idg	9487
316°	TDZE	577
	Apt Elev	599

RNAV (RNP) Z RWY 31

NASHVILLE INTL (BNA)

<p>GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (118°F). *RNP 0.25 missed approach requires minimum climb of 423 feet per NM to 1100. RNP 0.25 minimums NA at night.</p>	<p>MISSED APPROACH: Climb to 3100 via track 316° to JARAS and hold.</p>
---	--

<p>ATIS 135.1</p>	<p>NASHVILLE APP CON 200°-018° 120.6 387.0 019°-199° 127.175 360.7</p>	<p>NASHVILLE TOWER 118.6 257.8</p>	<p>GND CON 121.9 348.6</p>	<p>CLNC DEL 126.05</p>
------------------------------	--	---	---------------------------------------	-----------------------------------



3100

↑

JARAS

TRK 316°

ONUGE

Procedure Turn NA

HOLER

2600

316°

2600

3000

GP 3.00°

TCH 52

RW31

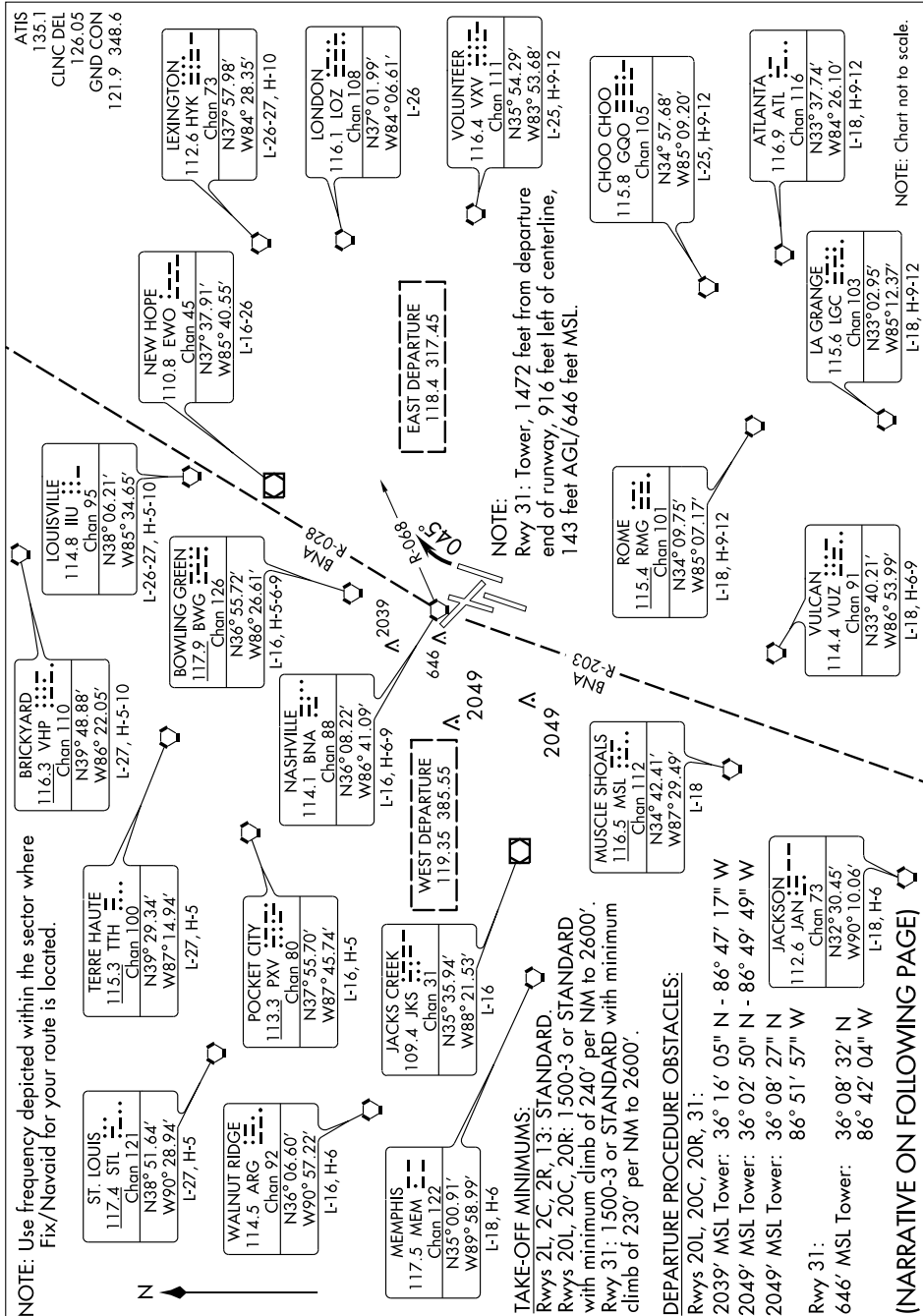
6.1 NM

6.1 NM

CATEGORY	A	B	C	D
RNP 0.25 DA *	1012-1½		435 (500-1½)	
RNP 0.30 DA	1121-2		544 (600-2)	

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

TITAN ONE DEPARTURE (OBSTACLE)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

TITAN ONE DEPARTURE (OBSTACLE)



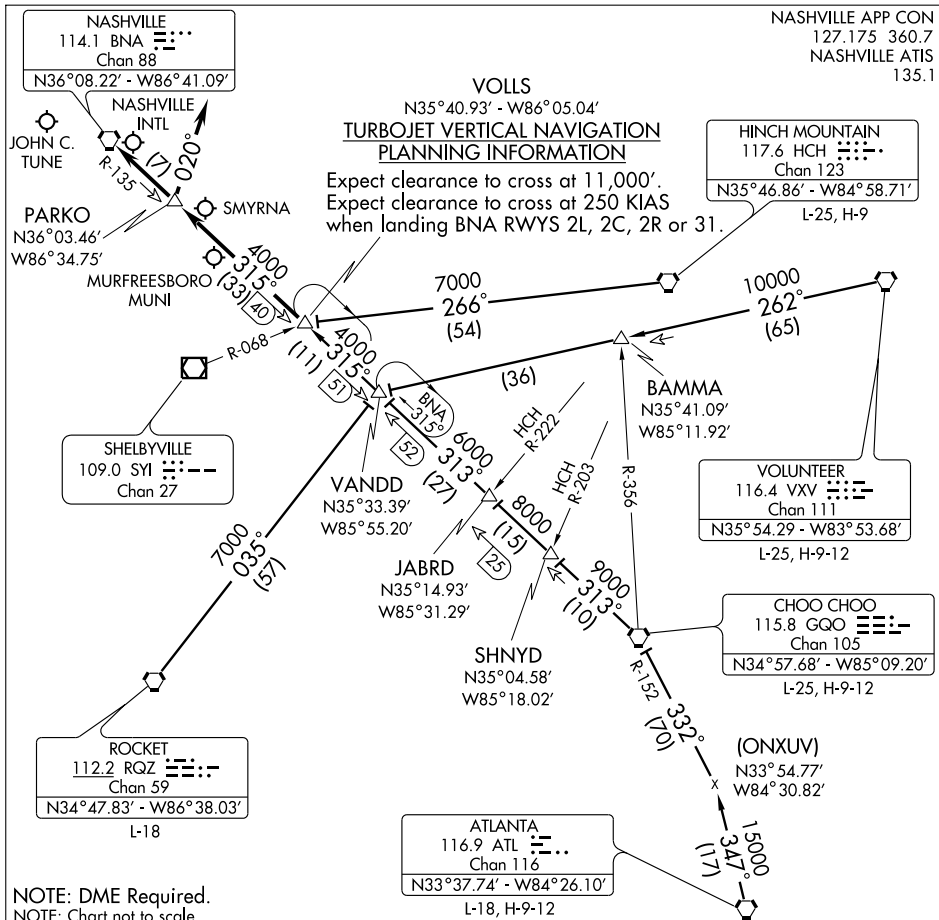
DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TAKE-OFF RUNWAY 2R: Turn right heading 045° to intercept BNA R-068, thence....

TAKE-OFF ALL RUNWAYS EXCEPT RUNWAY 2R: Fly runway heading, thence....

....Expect radar vectors to filed/assigned route. Turbojet aircraft climb and maintain 5000 feet, Propeller aircraft climb and maintain 4000 feet or assigned lower altitude. Expect clearance to filed altitude/flight level ten minutes after departure.



NOTE: DME Required.
NOTE: Chart not to scale.

ATIS

135.1

NASHVILLE APP CON

200° 018° 120.6 387.0

019° 199° 127.175 360.7

NASHVILLE TOWER

118.6 257.8

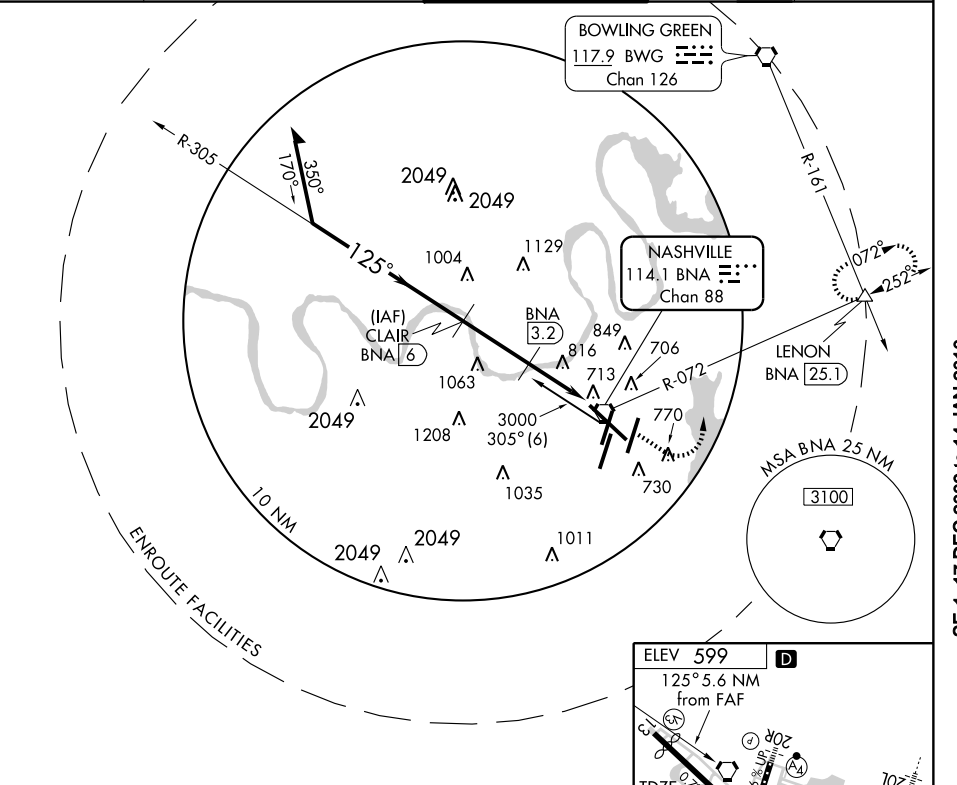
GND CON

121.9 348.6

CLNC DEL

126.05

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 via BNA R-072 to LENON Int/BNA 25.1 DME and hold.



Remain within 10 NM

CLAIR BNA 6

1400

3000

BNA R-072 114.1

LENON

3000

305°

125°

2400

3.03° TCH 45

BNA 3.2

BNA 0.9

1500

2.8 NM

2.3 NM

0.5

CATEGORY	A	B	C	D
S-13	1080-1 513 (500-1)		1080-1½ 513 (500-1½)	1080-1¾ 513 (500-1¾)
CIRCLING	1100-1 501 (600-1)		1120-1½ 521 (600-1½)	1160-2 561 (600-2)

ELEV 599

125° 5.6 NM from FAF

TDZE 567

729

651

7703 X 150

8001 X 150

711

20R

20L

20C

762

8000 X 150

102

7703 X 150

8001 X 150

711

20R

20L

20C

762

8000 X 150

102

7703 X 150

8001 X 150

711

20R

20L

20C

762

8000 X 150

102

TDZ/CL Rwy 2L and 2R

REIL Rwy 13, 31 and 20C

HIRL Rwy 2R-20L, 2C-20C

2L-20R and 13-31

SE-1, 17 DEC 2009 to 14 JAN 2010

GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE

NASHVILLE APP CON
120.6 387.0
NASHVILLE ATIS
135.1

GHM VORTAC
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at 11000.
Expect clearance to cross at 250 KIAS
when landing BNA Rwy's 2L, 2C, 2R or 13.

NASHVILLE
114.1 BNA
Chan 88
N36°08.22' - W86°41.09'

DYERSBURG
116.8 DYR
Chan 115

GRAHAM
111.6 GHM
Chan 53
N35°50.04' - W87°27.11'

JOHN C.
TUNE

NASHVILLE
INTL
SMYRNA
MURFREESBORO
MUNI

LINGA
N36°05.17'
W86°48.87'

7000
067°
(71)

HELAM
N35°27.44'
W88°38.58'

7000
066°
(62)

FL240
041°
(199)

FL240
016°
(150)

4000
066°
(35)

7000
346°
(132)

MEMPHIS
117.5 MEM
Chan 122
N35°00.91' - W89°58.99'
L-18, H-6

NOTE: Radar Required
on the SIDON and
BIGBEE Transitions.

SIDON
114.7 SQS
Chan 94
N33°27.83' - W90°16.64'
L-18, H-6

BIGBEE
116.2 IGB
Chan 109
N33°29.13' - W88°30.82'
L-18, H-6

VULCAN
114.4 VUZ
Chan 91
N33°40.21'
W86°53.99'
L-18, H-6-9

NOTE: DME Required.
NOTE: Chart not to scale.

BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . .

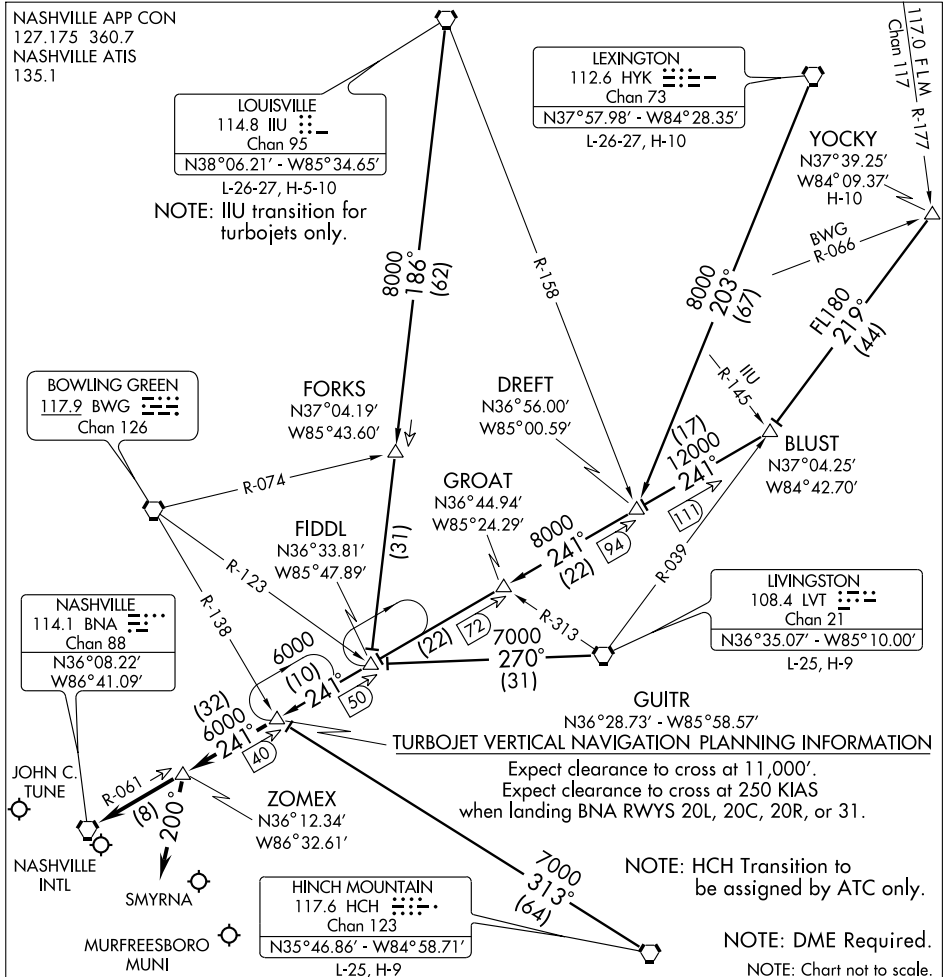
SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . .

VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

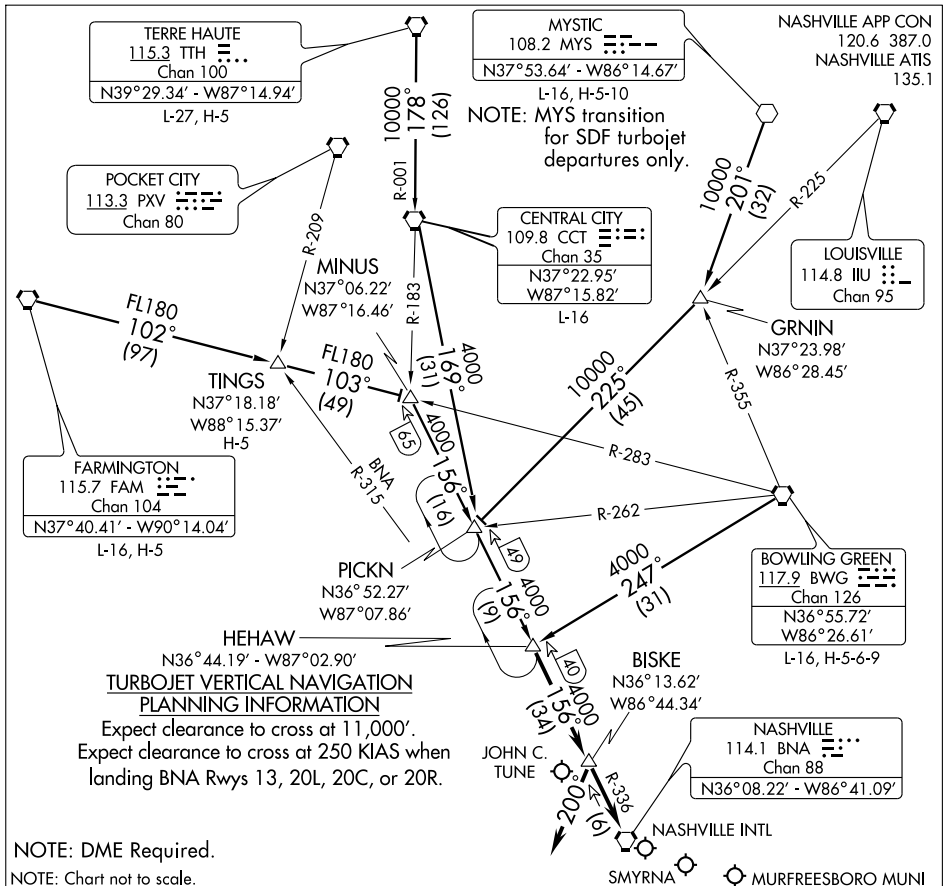
LOUISVILLE TRANSITION (LIU.GUITR4): From over LIU VORTAC via LIU R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. **NON-TURBINE;** all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



SE-1, 17 DEC 2009 to 14 JAN 2010

BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IUU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . . .

TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. **NON-TURBINE;**

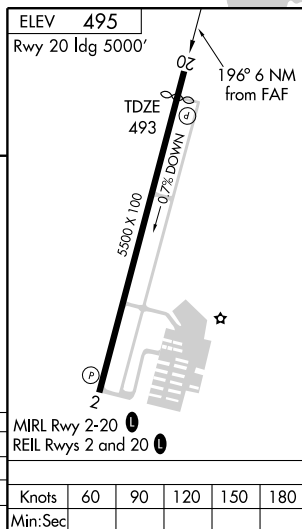
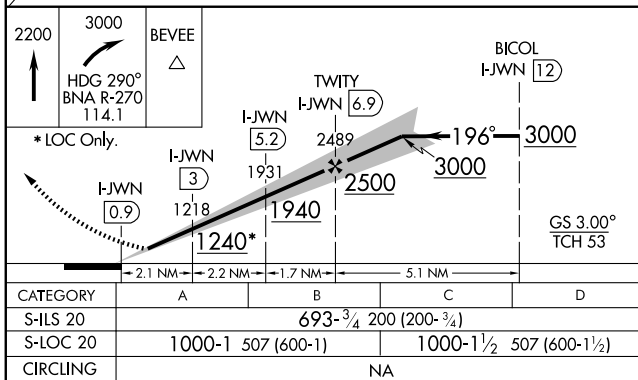
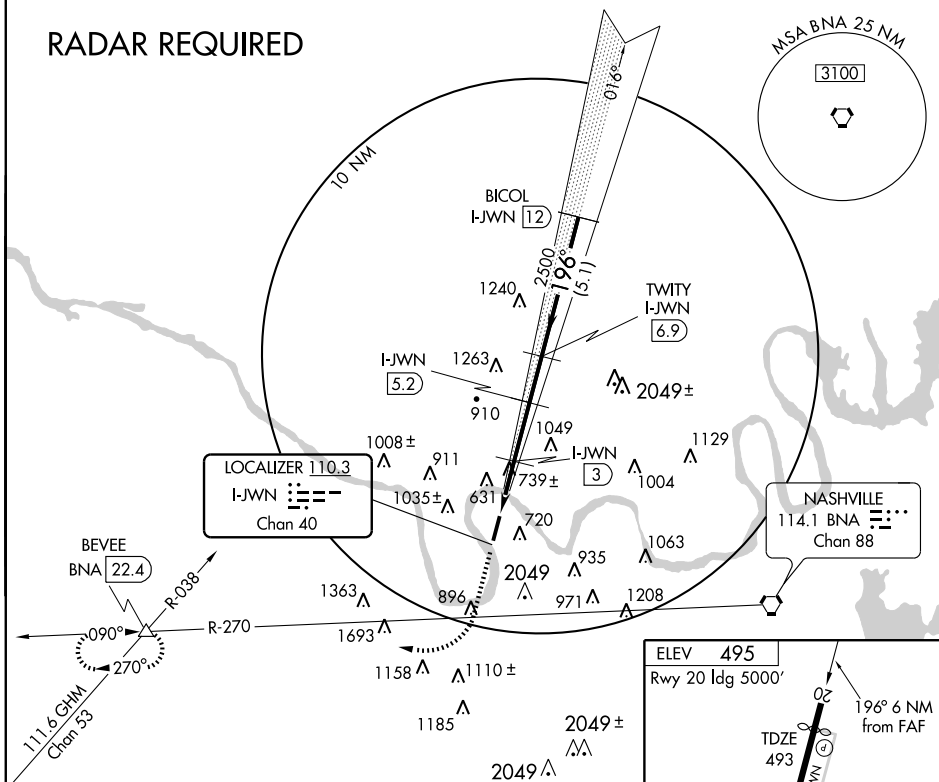
ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

NASHVILLE/JOHN C. TUNE (JWN)

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 via heading 290° and BNA R-270 to BEVEE Int/BNA 22.4 DME and hold.

UNICOM
122.7 (CTAF) **L**

RADAR REQUIRED



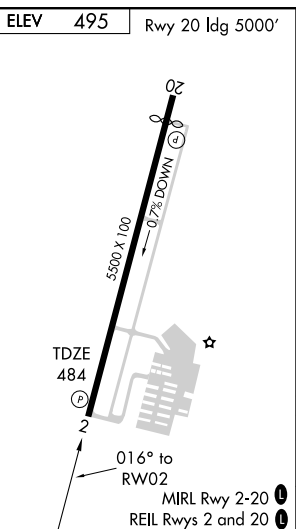
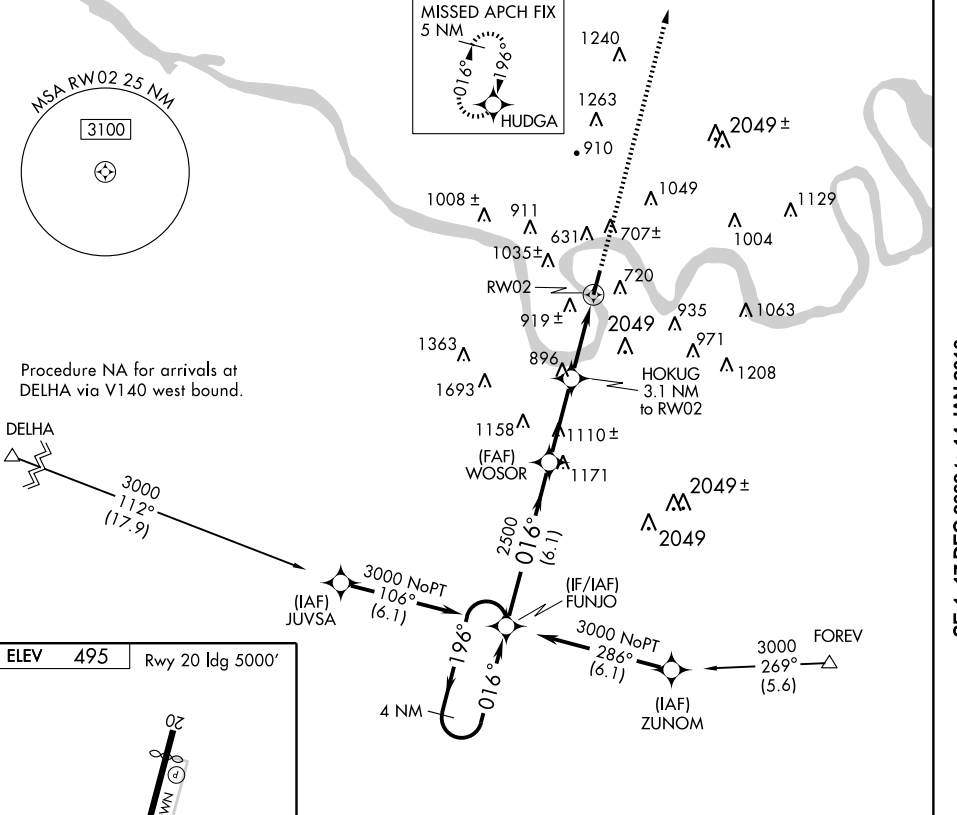
▼

▲

If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA's 40 feet. VDP NA when using Nashville Intl altimeter setting.
Circling NA east of Rwy 2-20. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 3000 direct HUDGA and hold.

AWOS-3 127.075	NASHVILLE APP CON 119.35 385.55	CLNC DEL 124.55	UNICOM 122.7(CTAF) 1
-------------------	------------------------------------	--------------------	--------------------------------



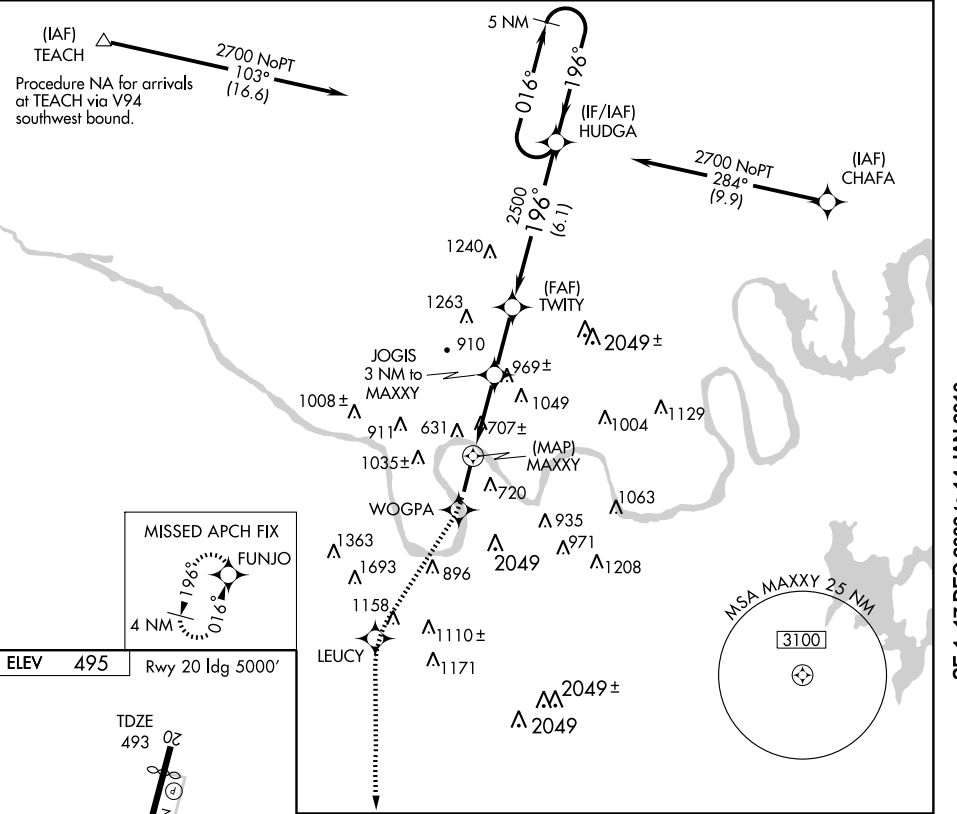
4 NM Holding Pattern				3000 HUDGA			
FUNJO				WOSOR			
3000 ← 196°				HOKUG 3.1 NM to RW02			
016° →				2 NM to RW02			
016°				RW02			
2500				3.06° TCH 31			
1460				2.0			
6.1 NM				1.1			
3.1 NM				2.0			
CATEGORY	A		B		C		D
LNAV MDA	1140-1		656 (700-1)		1140-1 3/4 656 (700-1 3/4)		1140-2 656 (700-2)
CIRCLING	1220-1		725 (800-1)		1220-2 725 (800-2)		1400-3 905 (1000-3)

▼ If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 40 feet. VDP NA when using Nashville altimeter setting. Circling NA east of Rwy 2-20. DME/DME RNP-0.3 NA.

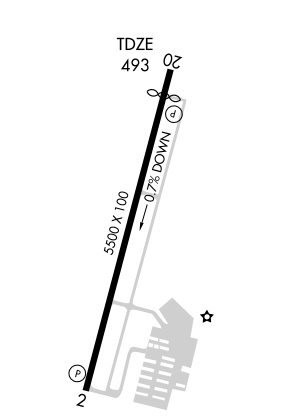
▲

MISSED APPROACH: Climb to 3000 direct WOGPA and via 214° track to LEUCY and via 181° track to FUNJO and hold.

AWOS-3 127.075	NASHVILLE APP CON 119.35 385.55	CINC DEL 124.55	UNICOM 122.7 (CTAF) 0
-------------------	------------------------------------	--------------------	---------------------------------



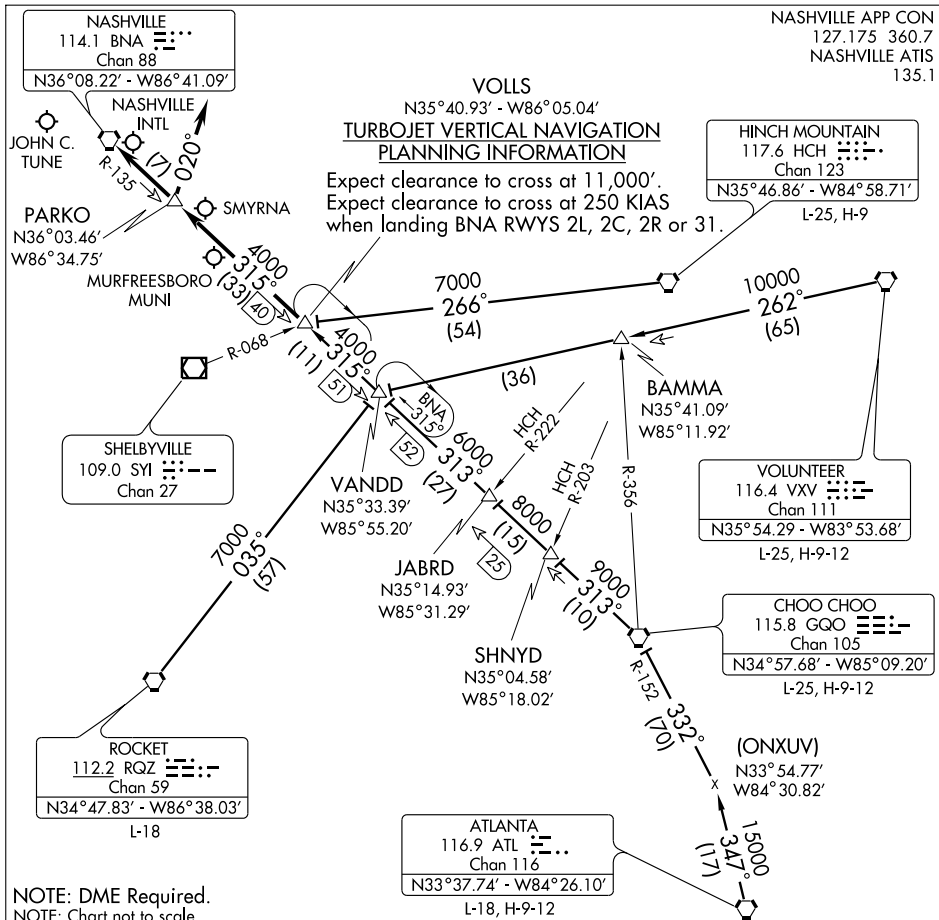
ELEV 495	Rwy 20 Idg 5000'
----------	------------------



MIRL Rwy 2-20 0	
REIL Rwy 2 and 20 0	

CATEGORY	A	B	C	D
LNNAV MDA	1220-1 727 (800-1)	1220-2 727 (800-2)	1220-2 727 (800-2)	1220-2 727 (800-2)
CIRCLING	1220-1 725 (800-1)	1220-2 725 (800-2)	1220-2 725 (800-2)	1220-2 725 (800-2)

SE-1, 17 DEC 2009 to 14 JAN 2010



ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

CHOO CHOO TRANSITION (GQO.VOLLS7): From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . .

ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . .

VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . .


....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. **LANDING SOUTH:** From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. **NON-TURBINE; all runways:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

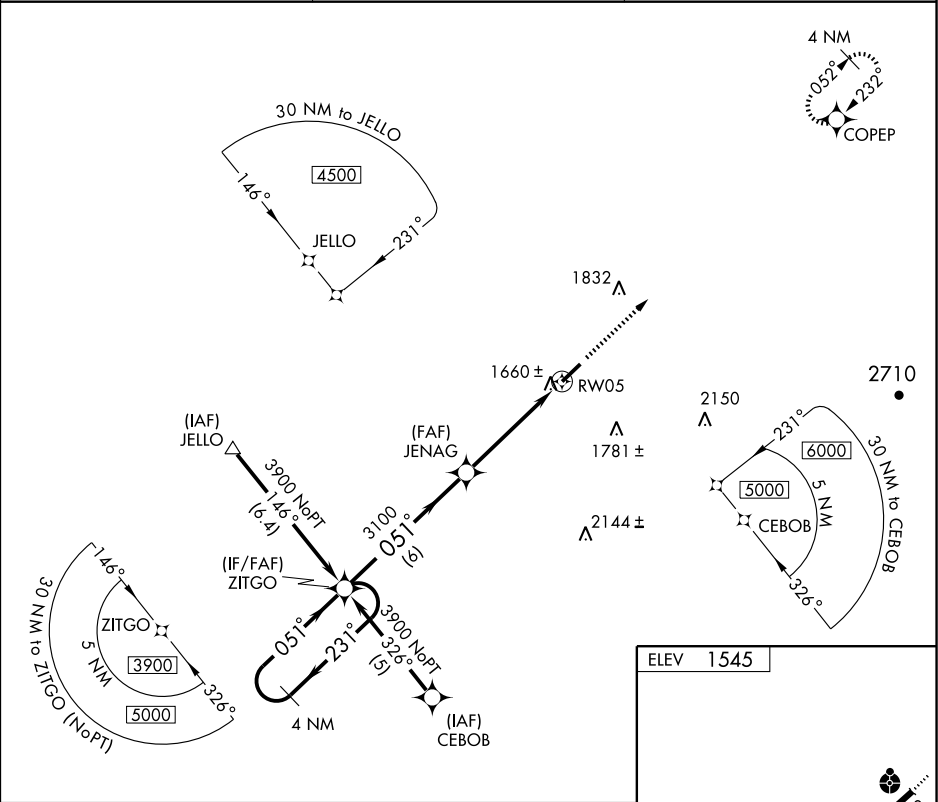
APP CRS	Rwy Idg	5502
051°	TDZE	1545
	Apt Elev	1545

RNAV (GPS) RWY 5

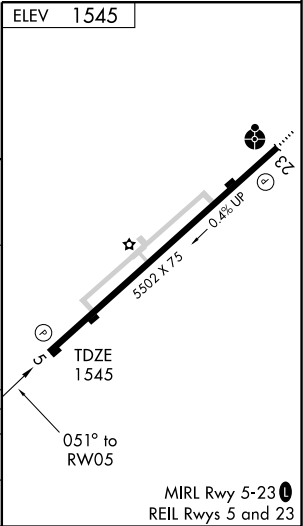
ONEIDA/SCOTT MUNI (SCX)

 NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night.	MISSED APPROACH: Climb to 4500 direct COPEP WP and hold.
--	---	---

AWOS-3 135.025	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 
-------------------	--	--



4 NM Holding Pattern		ZITGO	JENAG	RW05
3900 ← 231° / 051° →		051°	3100	3.02° TCH 40
VGSI and descent angles not coincident.		6 NM	4.7 NM	
CATEGORY	A	B	C	D
LNAV MDA	1960-1	415 (500-1)	1960-1¼	415 (500-1¼)
CIRCLING	2080-1	535 (600-1)	2080-1½	2100-2
			535 (600-½)	555 (600-2)



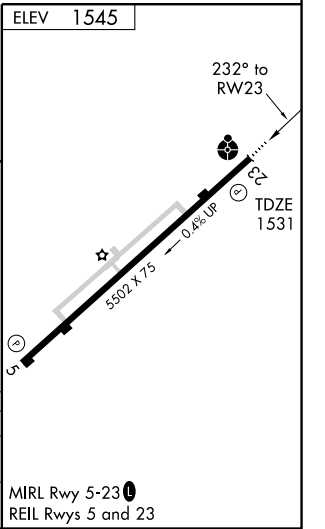
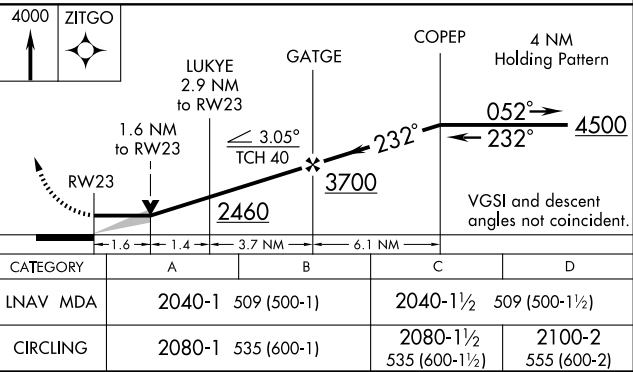
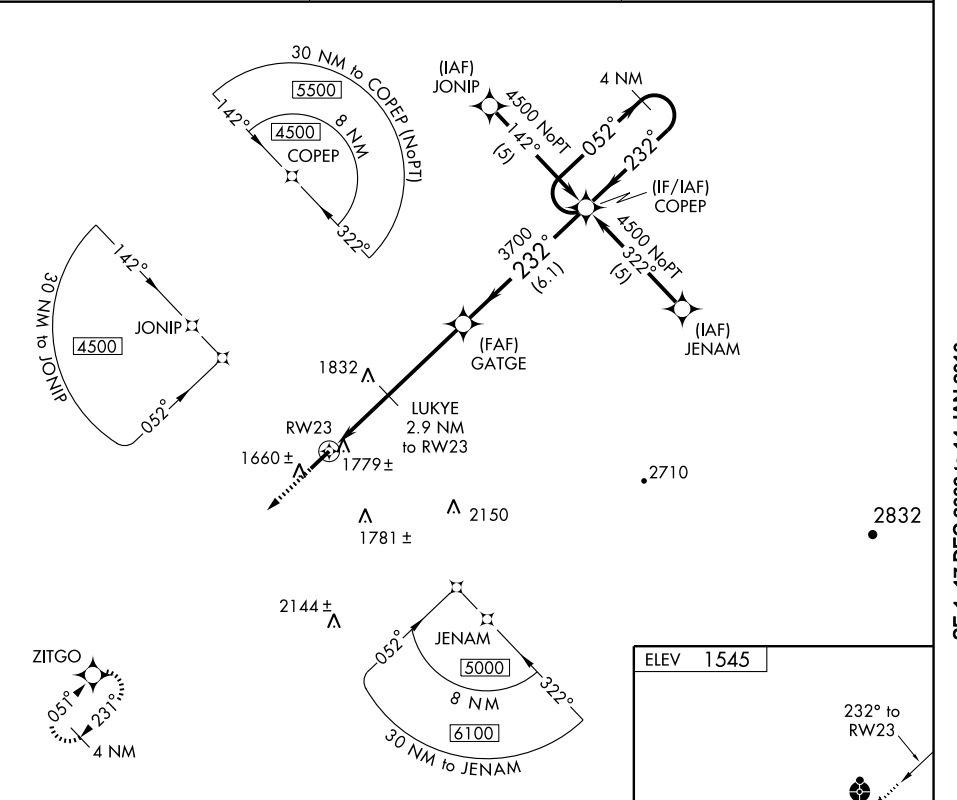
NA

DME/DME RNP-0.3 NA. GPS or RNP-0.3 Required.
Inoperative table does not apply.
Circling NA at night to Rwy 05.

ODALS

MISSED APPROACH: Climb to 4000
direct ZITGO WP and hold.

AWOS-3 135.025	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
-------------------	--	--------------------------



SE-1, 17 DEC 2009 to 14 JAN 2010

SDF OLC	APP CRS	Rwy Idg	5502
110.5	231°	TDZE	1531
		Apt Elev	1545

SDF RWY 23

ONEIDA/SCOTT MUNI (SCX)

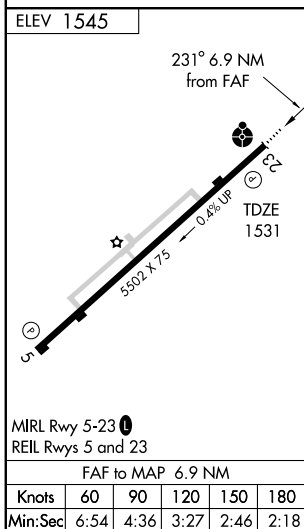
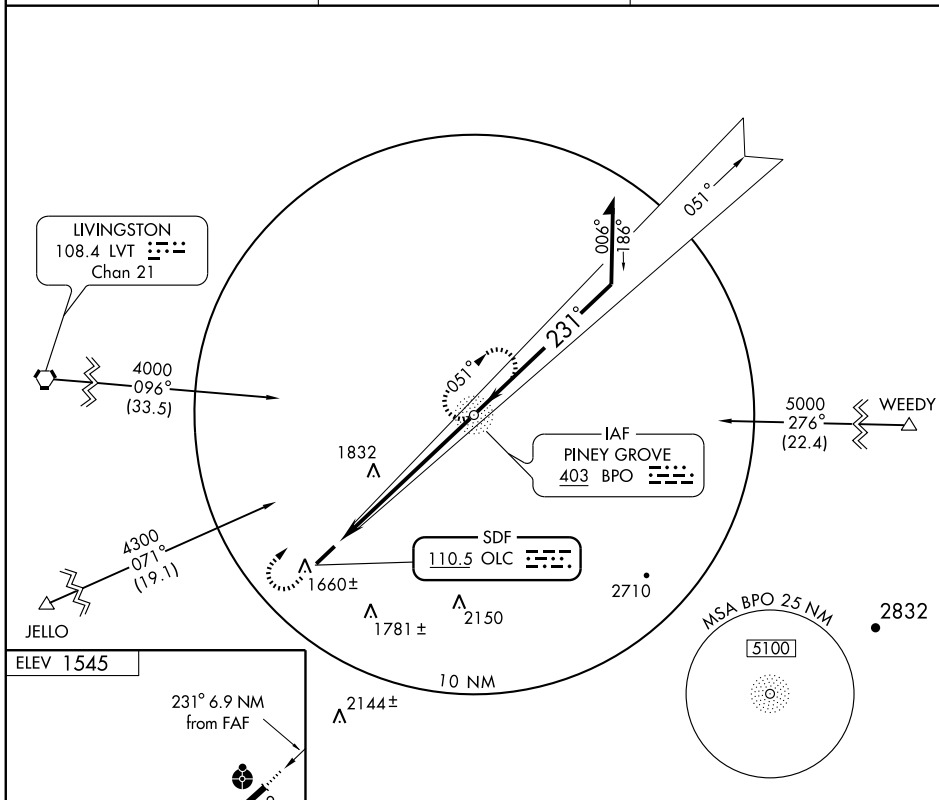
NA Inoperative table does not apply to Cat C.
ADF REQUIRED

ODALS



MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct BPO NDB and hold.

AWOS-3 135.025	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
--------------------------	---	-------------------------------



2500	4000	BPO 403	NDB	Remain within 10 NM
			051°	4000
			231°	
			3700	
			2.94° TCH 40	
			6.9 NM	
				VGSI and descent angles not coincident.
CATEGORY	A	B	C	D
S-23	2160-3/4 629 (700-3/4)		2160-1 3/4 629 (700-1 3/4)	2160-2 629 (700-2)
CIRCLING	2160-1 615 (700-1)		2160-1 3/4 615 (700-1 3/4)	2160-2 615 (700-2)

VORTAC LVT 108.4 Chan 21	APP CRS 107°	Rwy Idg TDZE Apt Elev	N/A N/A 1545
--	------------------------	-----------------------------	---------------------------

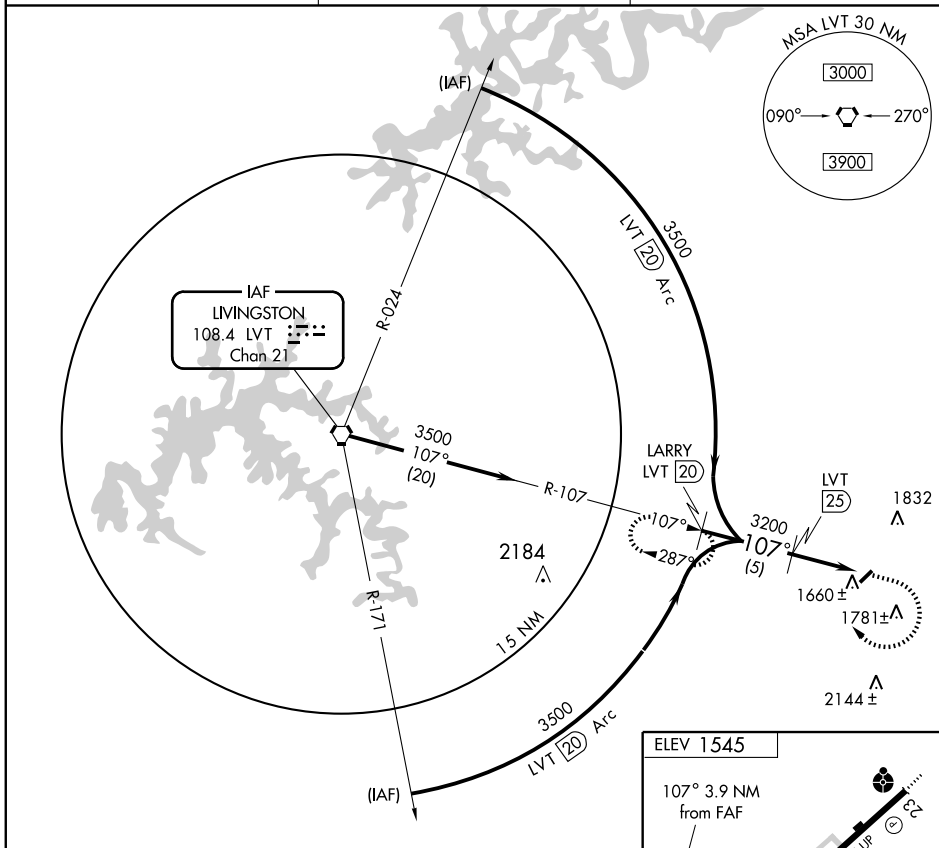
VOR/DME-A

ONEIDA/SCOTT MUNI (SCX)



MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 via LVT R-107 to LARRY/20 DME and hold.

AWOS-3 135.025	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
--------------------------	---	---------------------------------



<div><div><div>LARRY LVT 20</div><div>3500</div><div>Procedure Turn NA</div></div><div><div>LVT 25</div><div>3200</div></div><div><div>2500</div><div>3500</div><div>LVT R-107 108.4</div><div>LARRY LVT 20</div></div><div><div>107°</div><div>5 NM</div><div>3.9 NM</div><div>LVT 28.9</div></div></div>					<div><div><div>5502 X 75</div><div>0.4%</div></div><div>REIL Rws 5 and 23</div><div>MIRL Rwy 5-23</div></div>					
CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	2080-1 535 (600-1)	2080-1¼ 535 (600-1¼)	2080-1½ 535 (600-1½)	2100-2 555 (600-2)	Min:Sec					

LOC I-PHT	APP CRS	Rwy Idg	5001
<u>110.7</u>	016°	TDZE	580
		Apt Elev	580

ILS RWY 2

PARIS /HENRY COUNTY (PHT)

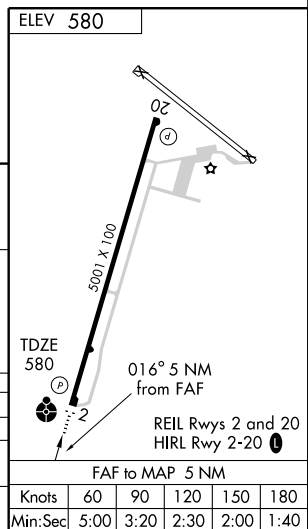
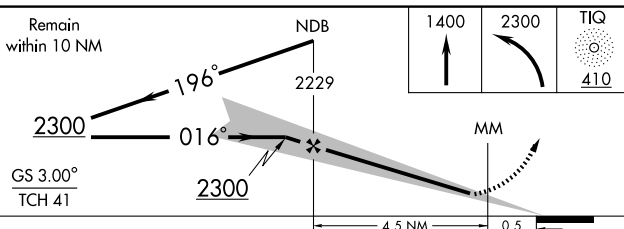
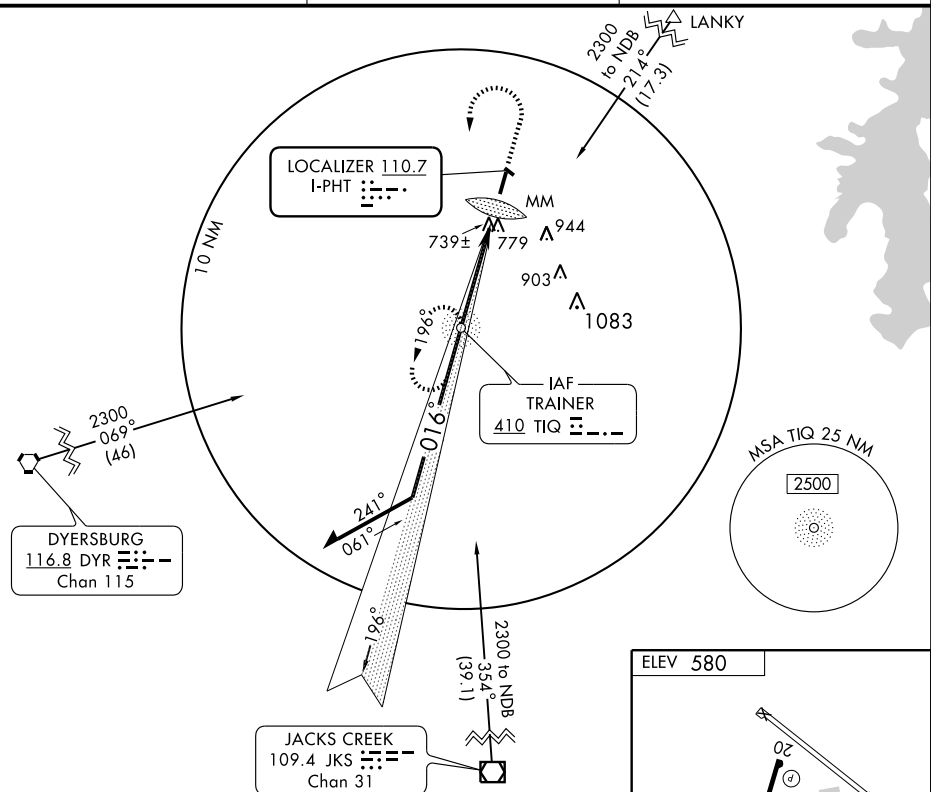
A NA Inoperative table does not apply to S-LOC Cat C. If local altimeter setting not received, use Jackson altimeter setting and increase all MDAs 140 feet. **ADF REQUIRED.**

ODALS

MISSED APPROACH: Climb to 1400 then climbing left turn to 2300 direct TIQ NDB and hold.

AWOS-3
118.825

MEMPHIS CENTER
134.65 316.15

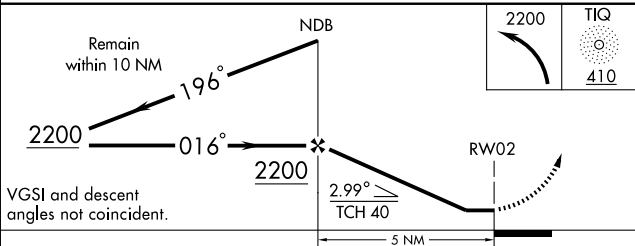
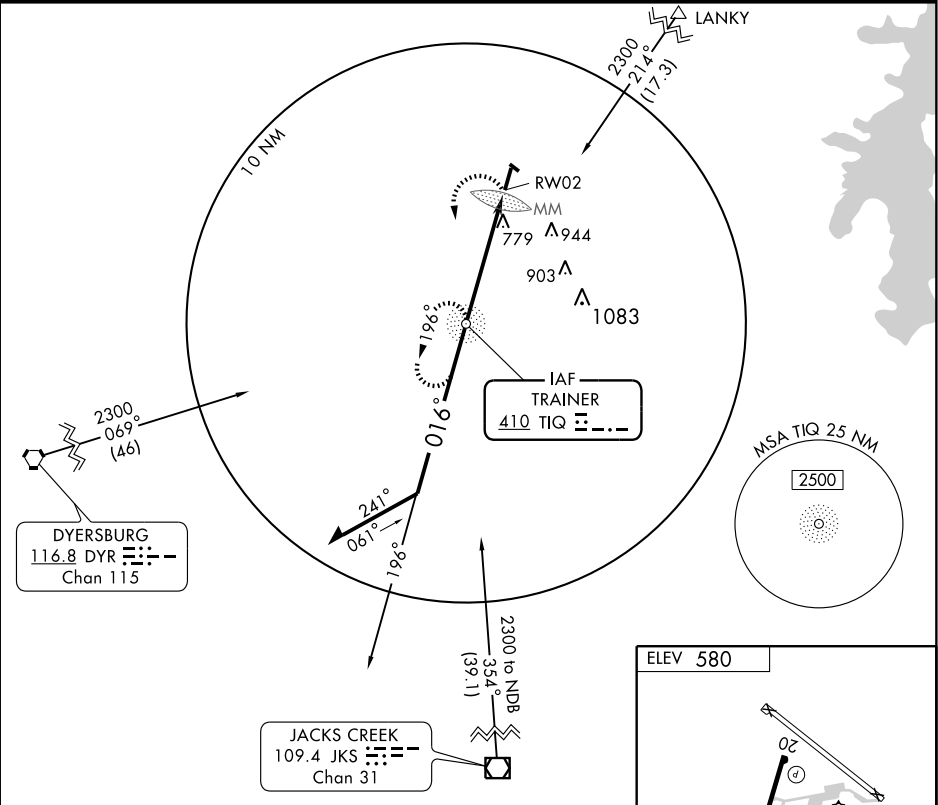
UNICOM
123.0 (CTAF) **L**

NDB TIQ	APP CRS	Rwy Idg	5001
410	016°	TDZE	580
		Apt Elev	580

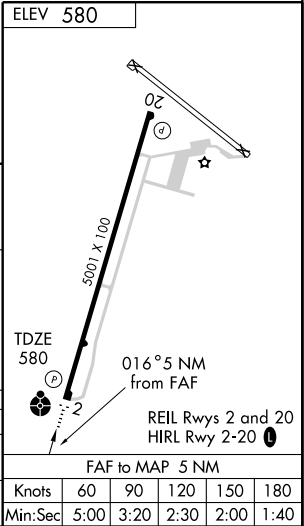
NDB or GPS RWY 2
PARIS/HENRY COUNTY (PHT)

Inoperative table does not apply to S-2 Cat C.	ODALS 	MISSED APPROACH: Climbing left turn to 2200 direct TIQ NDB and hold.
--	-----------	--

AWOS-3 118.825	MEMPHIS CENTER 134.65 316.15	UNICOM 123.0 (CTAF)
-------------------	---------------------------------	------------------------



CATEGORY	A	B	C	D
S-2	1080-3/4 500 (500-3/4)		1080-1 1/4 500 (500-1 1/4)	1080-1 1/2 500 (500-1 1/2)
CIRCLING	1080-1 500 (500-1)		1080-1 1/2 500 (500-1 1/2)	1140-2 560 (600-2)

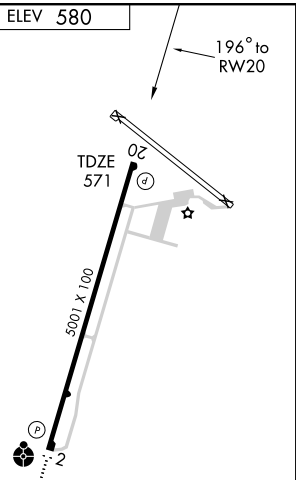
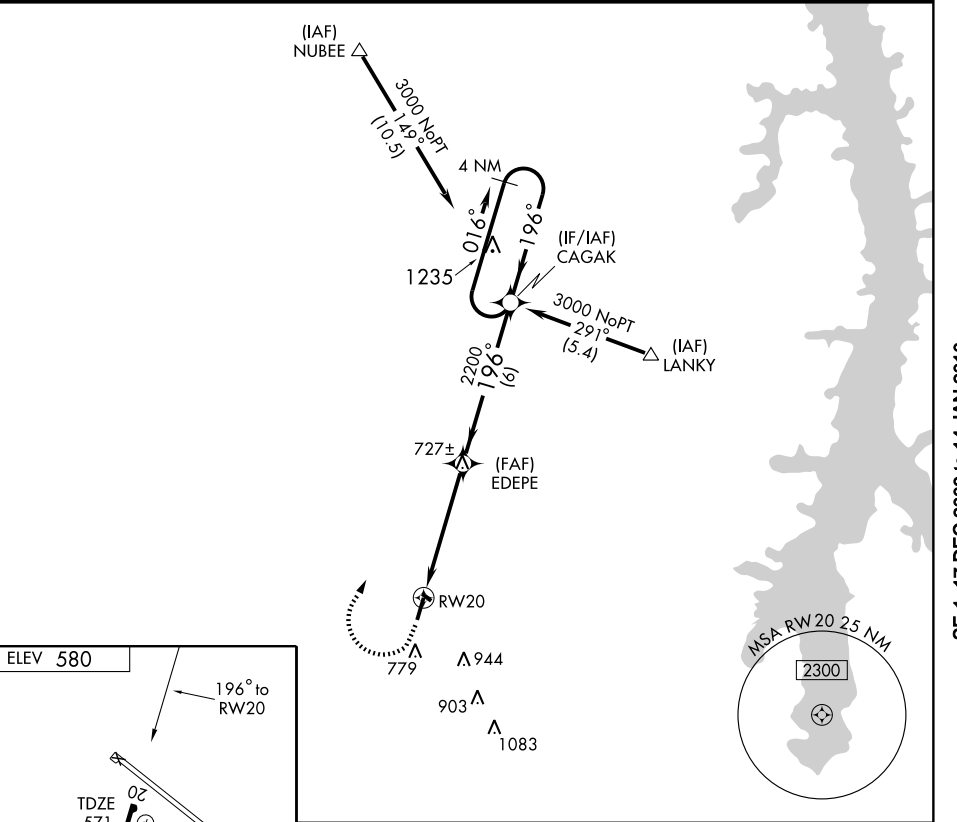


▲ NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 then climbing
right turn to 3000 direct CAGAK WP and hold.

AWOS-3 118.825	MEMPHIS CENTER 134.65 316.15	UNICOM 123.0 (CTAF) 0
-------------------	---------------------------------	---------------------------------



1800	3000	CAGAK				
RW20		EDEPE	CAGAK 4 NM Holding Pattern			
1.1 NM to RW20		2200	016° 3000			
1.1 NM		2.99° TCH 45	196°			
3.9 NM		6 NM	VGSI and descent angles not coincident			
CATEGORY	A	B	C	D		
LNNAV MDA	960-1		389 (400-1)		960-1¼ 389 (400-1¼)	
CIRCLING	1080-1		500 (500-1)		1080-1½ 500 (500-1½)	
					1140-2 560 (600-2)	

REIL Rws 2 and 20
 HIRL Rwy 2-20 **0**

PORTLAND MUNI (1M5)

A NA

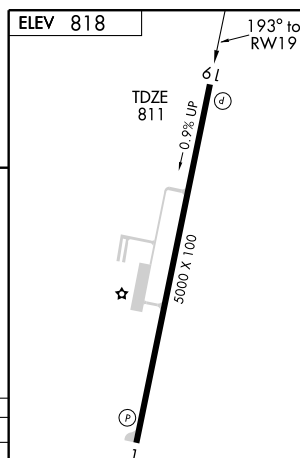
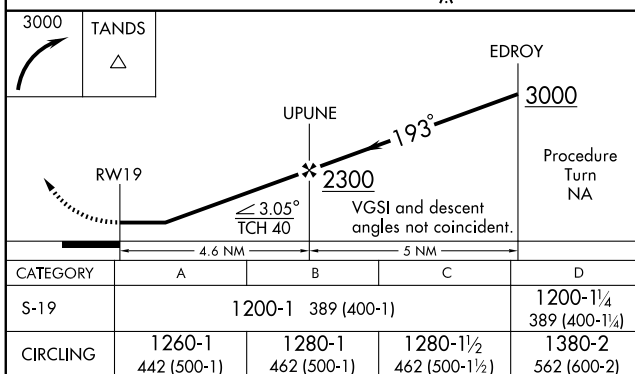
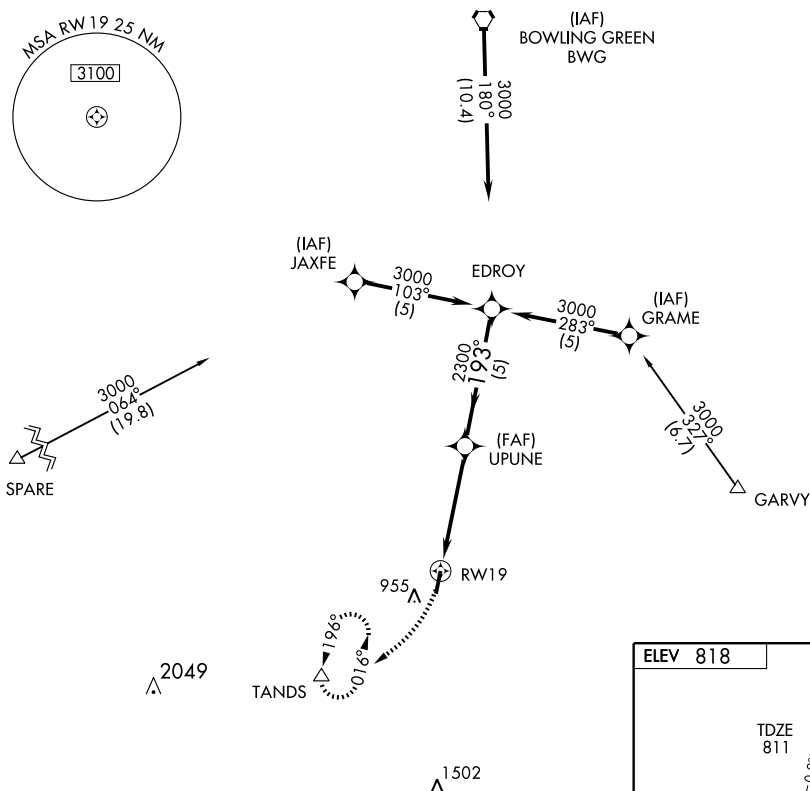
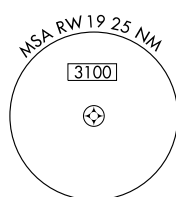
MISSED APPROACH: Climbing right turn to 3000 direct
TANDS WP and hold.

AWOS-3
118.175

NASHVILLE APP CON
119.35 385.55

GCO
121.725

UNICOM
122.8 (CTAF) **L**



REIL Rwy 1 and 19
MIRL Rwy 1-19 **L**

VORTAC BWG <u>117.9</u> Chan 126	APP CRS 182°	Rwy Idg 5000 TDZE 811 Apt Elev 818
--	------------------------	---

VOR/DME RWY 19
PORTLAND MUNI (1M5)

T If local altimeter setting not received, use Bowling
A NA Green altimeter setting and increase all MDAs 80
feet.

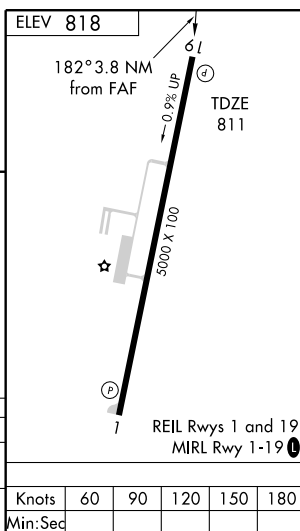
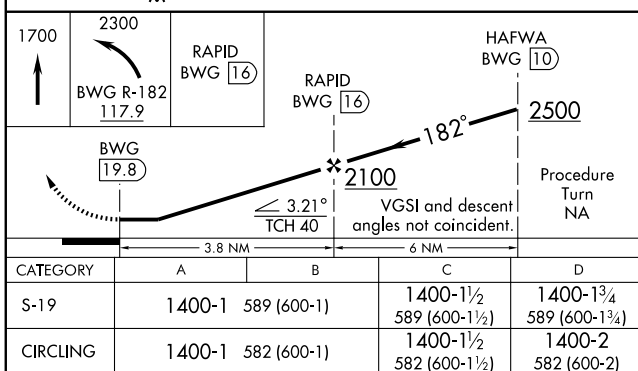
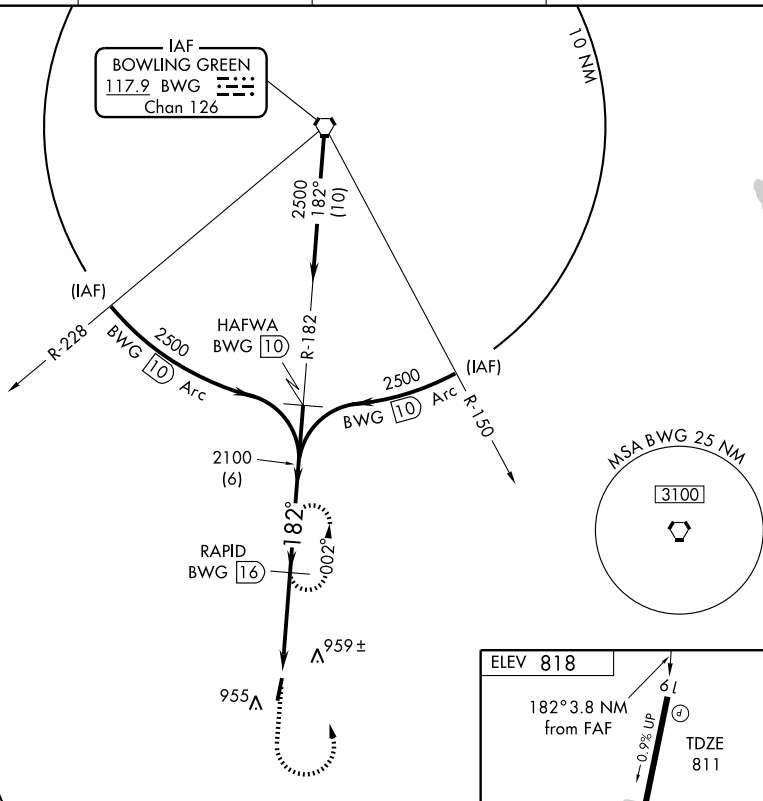
MISSED APPROACH: Climb to 1700 then climbing left turn to 2300 via BWG R-182 to RAPID 16 DME and hold.

AWOS-3
118.175

NASHVILLE APP CON
119.35 385.55

GCO
121.725

UNICOM
122.8 (CTAF) **L**



APP CRS	Rwy Idg	5001
155°	TDZE	685
	Apt Elev	685

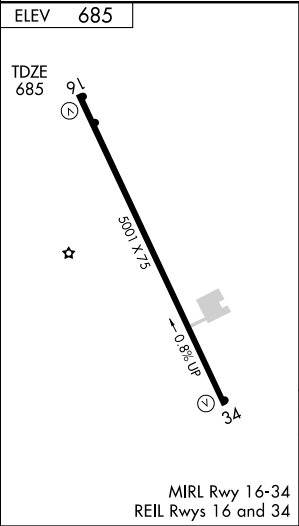
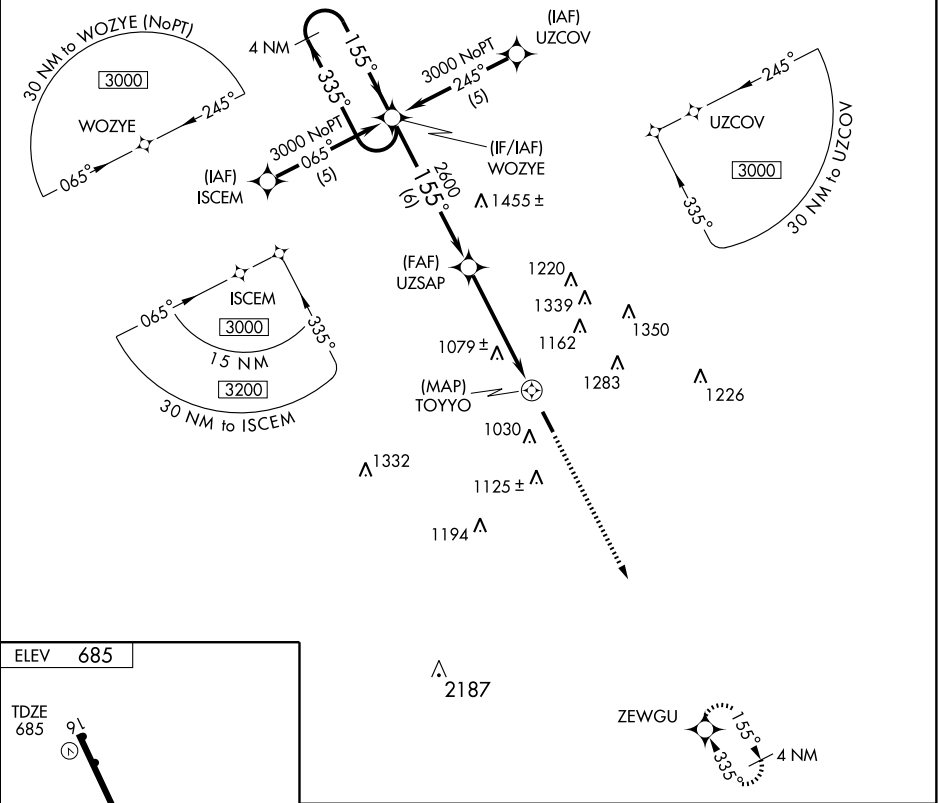
RNAV (GPS) RWY 16

PULASKI/ABERNATHY FIELD (GZS)

NA If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet. Circling to Rwy 16 NA at night. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 3000 direct ZEWGU and hold.

AWOS-3 118.275	MEMPHIS CENTER 125.85 381.4	UNICOM 122.8 (CTAF)
-------------------	--------------------------------	------------------------



4 NM Holding Pattern				3000	ZEWGU
WOZYE				↑	✱
3000 ← 335° → 155° → 155° → 2600					
VGSI and descent angles not coincident.					
6 NM				4.9 NM	0.9
CATEGORY	A	B	C	D	
LNAB MDA	1340-1	655 (700-1)	1340-1¾ 655 (700-1¾)	1340-2 655 (700-2)	
CIRCLING	1420-1	735 (800-1)	1420-2 735 (800-2)	1440-2½ 755 (800-2½)	

APP CRS 335°	Rwy Idg TDZE Apt Elev	5001 663 685
------------------------	-----------------------------	---

RNAV (GPS) RWY 34

PULASKI/ABERNATHY FIELD (GZS)

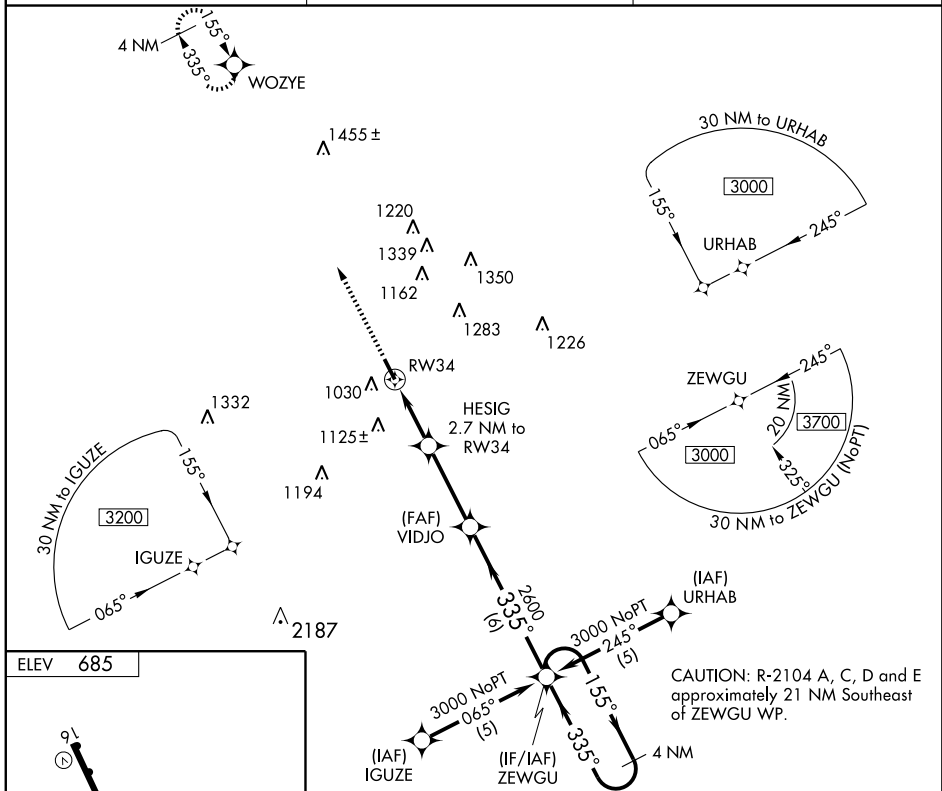
NA If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet.
DME/DME RNP-0.3 NA. Circling to Rwy 16 NA at night. VDP NA when using Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting.

MISSED APPROACH: Climb to 3000
direct WOZYE and hold.

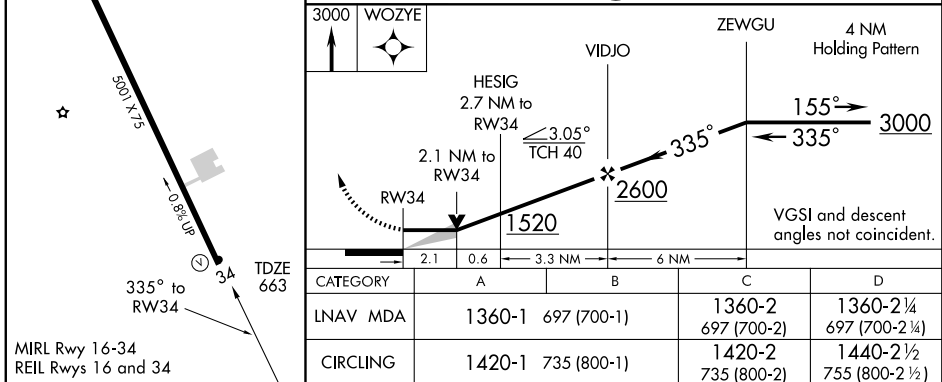
AWOS-3
118.275

MEMPHIS CENTER
125.85 381.4

UNICOM
122.8 (CTAF)



CAUTION: R-2104 A, C, D and E
approximately 21 NM Southeast
of ZEWGU WP.



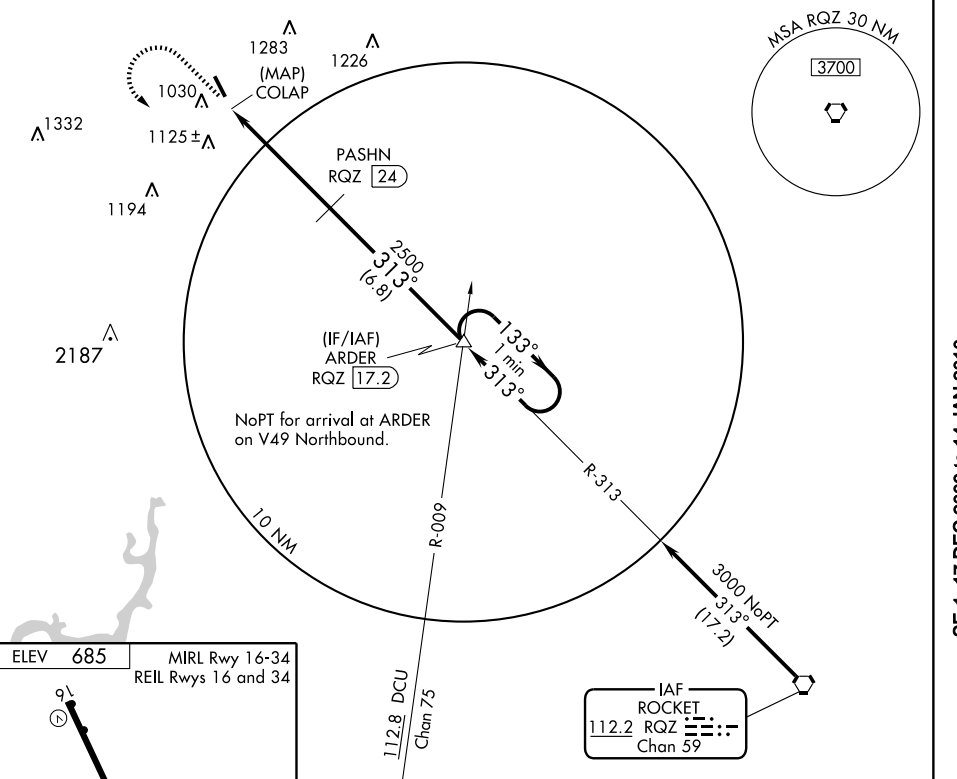
▼

NA

If local altimeter setting not received, use Madison County Executive/Tom Sharp Jr Field, Huntsville altimeter setting and increase all MDAs 80 feet. Circling to Rwy 16 NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-313 to ARDER Int/RQZ 17.2 DME and hold.

AWOS-3 118.275	MEMPHIS CENTER 125.85 381.4	UNICOM 122.8 (CTAF)
-------------------	--------------------------------	------------------------



ELEV 685

MIRL Rwy 16-34

REIL Rwy 16 and 34

313° 5.5 NM from FAF

5001-75

0.8% Up

TDZE 663

34

Knots	60	90	120	150	180
Min:Sec					

2000

3000

RQZ R-313 112.2

ARDER △

One Minute Holding Pattern

PASHN RQZ 24

COLAP RQZ 29

313°

133°

3000

2500

313°

133°

313°

3000

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-34	1520-1 857 (900-1)	1520-1¼ 857 (900-1¼)	1520-2½ 857 (900-2½)	1520-2¾ 857 (900-2¾)
CIRCLING	1520-1 835 (900-1)	1520-1¼ 835 (900-1¼)	1520-2½ 835 (900-2½)	1520-2¾ 835 (900-2¾)

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5000
221°	TDZE	1664
	Apt Elev	1664

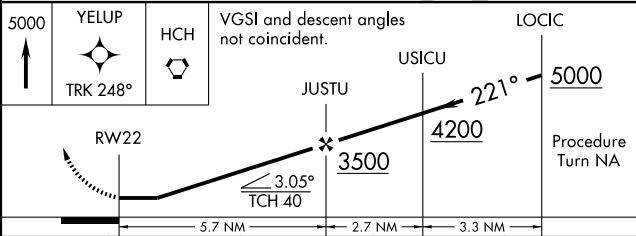
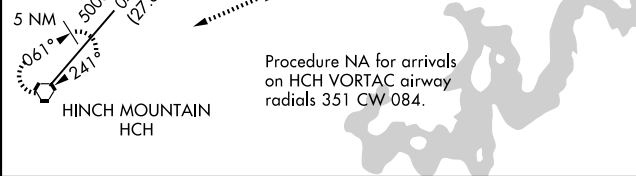
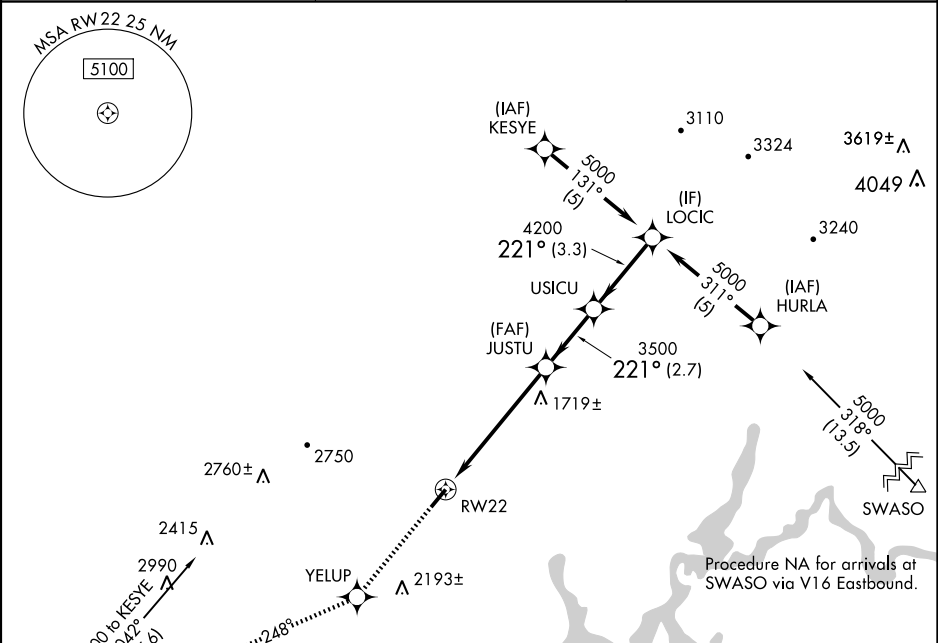
RNAV (GPS) RWY 22

ROCKWOOD MUNI (RKW)

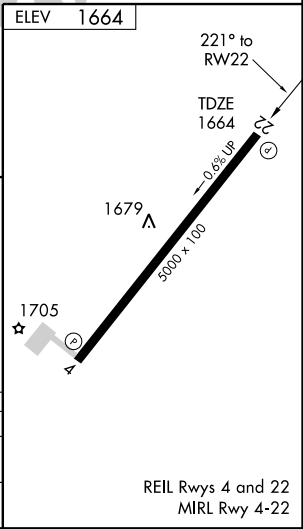
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 80 feet, increase LNAV and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct YELUP and via 248° track to HCH VORTAC and hold.

AWOS-3 118.775	ATLANTA CENTER 133.6 254.3	UNICOM 122.8 (CTAF)
-------------------	-------------------------------	------------------------



CATEGORY	A	B	C	D
LNAV MDA	1980-1 316 (400-1)			
CIRCLING	2100-1 436 (500-1)	2140-1 476 (500-1)	2180-1½ 516 (600-1½)	2260-2 596 (600-2)



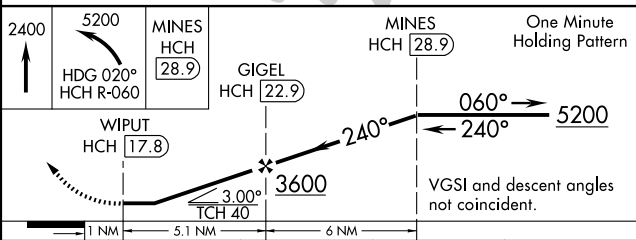
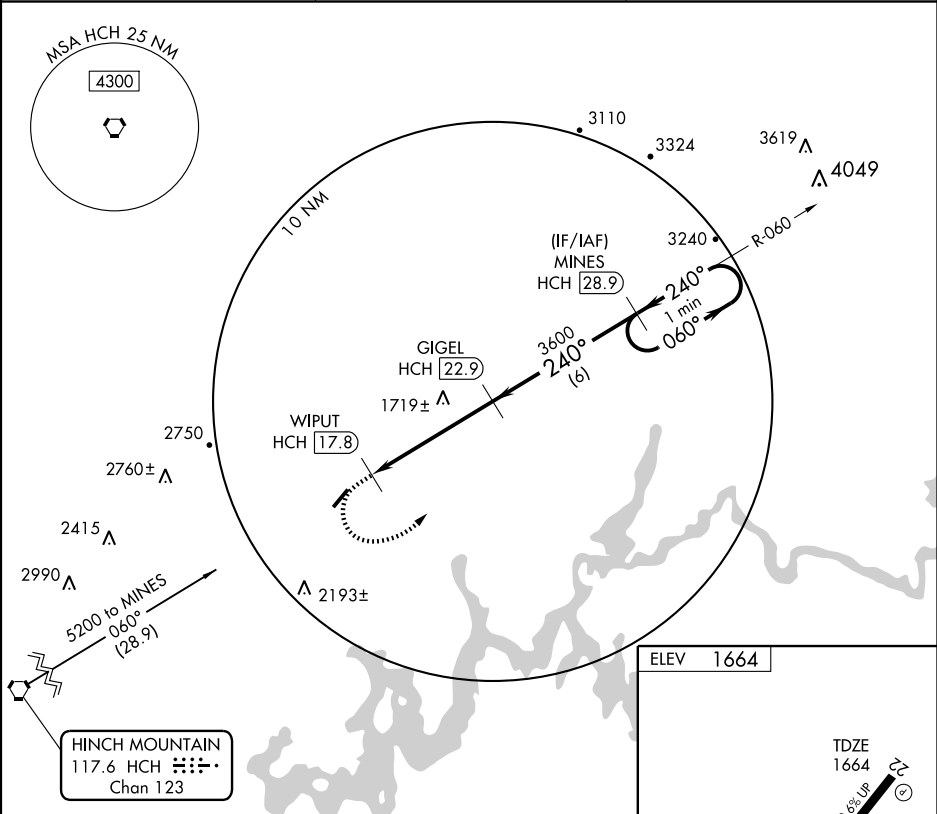
SE-1, 17 DEC 2009 to 14 JAN 2010

VORTAC HCH	APP CRS	Rwy Idg	5000
117.6	240°	TDZE	1664
Chan 123		Apt Elev	1664

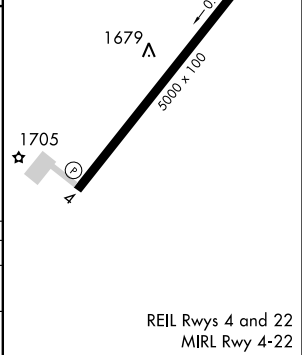
VOR/DME RWY 22
ROCKWOOD MUNI (RKW)

▼ ▲	Visibility reduction by helicopter NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDAs 80 feet, and Circling Cat. D visibility ¼ mile.	MISSED APPROACH: Climb to 2400 then climbing left turn to 5200 via heading 020° and HCH R-060 to MINES 28.9 DME and hold.
--------	--	---

AWOS-3 118.775	ATLANTA CENTER 133.6 254.3	UNICOM 122.8 (CTAF)
-------------------	-------------------------------	------------------------



CATEGORY	A	B	C	D
S-22	2060-1¼ 396 (400-1¼)			2060-1½ 396 (400-1½)
CIRCLING	2100-1¼ 436 (500-1¼)	2140-1¼ 476 (500-1¼)	2180-1½ 516 (600-1½)	2260-2 596 (600-2)



GPS RWY 7

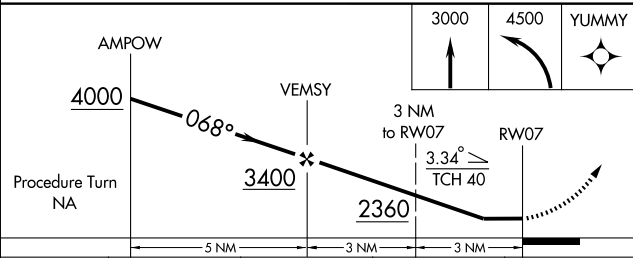
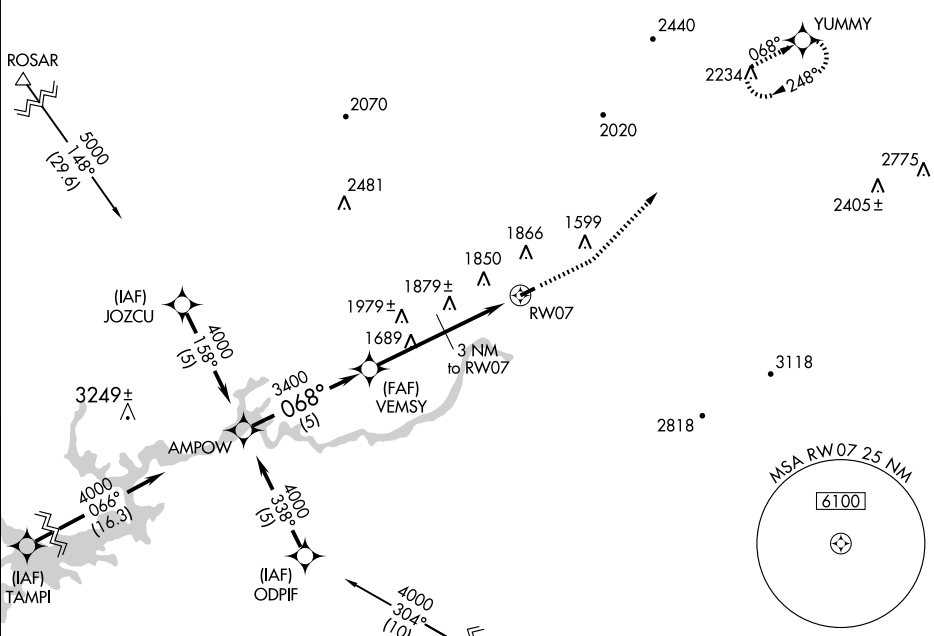
ROGERSVILLE/HAWKINS COUNTY (RVN)

APP CRS	Rwy Idg	3502
068°	TDZE	1255
	Apt Elev	1255

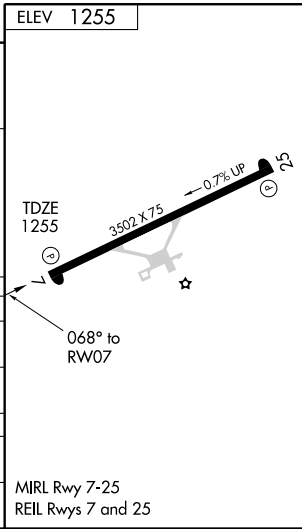
Obtain local altimeter setting on CTAF, if not received use Tri-Cities Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct YUMMY WP and hold.

TRI CITY APP CON ★ 119.25 317.5	UNICOM 122.8 (CTAF)
------------------------------------	------------------------



CATEGORY	A	B	C	D
S-7	2140-1¼	885 (900-1¼)	2140-2¾ 885 (900-2¾)	NA
CIRCLING	2180-1¼	925 (1000-1¼)	2180-2¾ 925 (1000-2¾)	NA
TRI-CITIES RGNL ALTIMETER SETTING MINIMUMS				
S-7	2220-1¼ 965 (1000-1¼)	2220-1½ 965 (1000-1½)	2220-3 965 (1000-3)	NA
CIRCLING	2260-1¼ 1005 (1100-1¼)	2260-1½ 1005 (1100-1½)	2260-3 1005 (1100-3)	NA



SE-1, 17 DEC 2009 to 14 JAN 2010

NDB RWY 7

ROGERSVILLE/HAWKINS COUNTY (RVN)

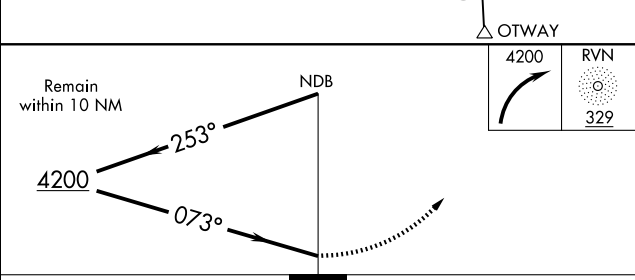
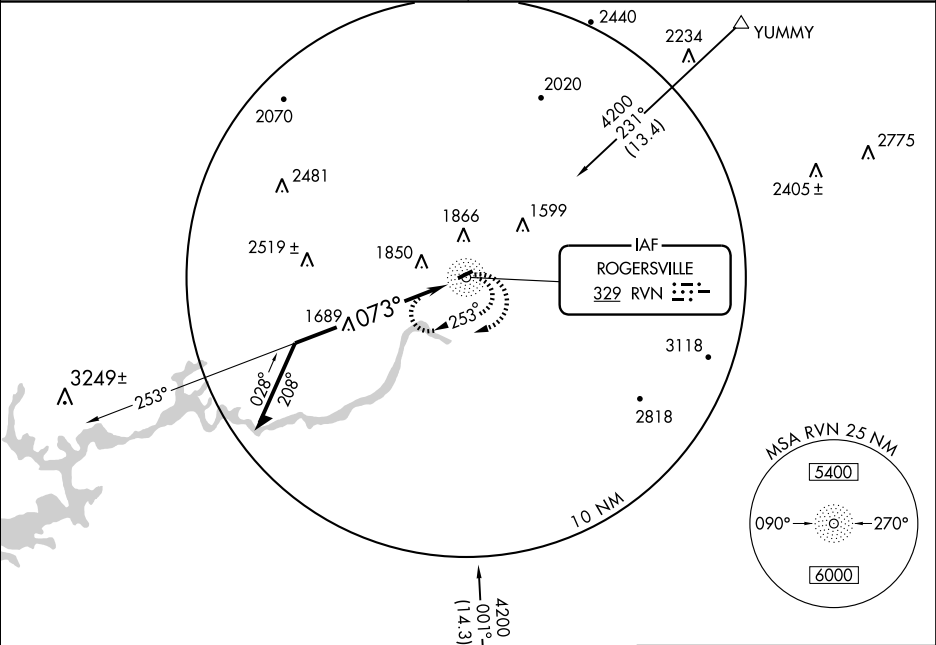
NDB RVN	APP CRS	Rwy Idg	3502
329	073°	TDZE	1255
		Apt Elev	1255

NA

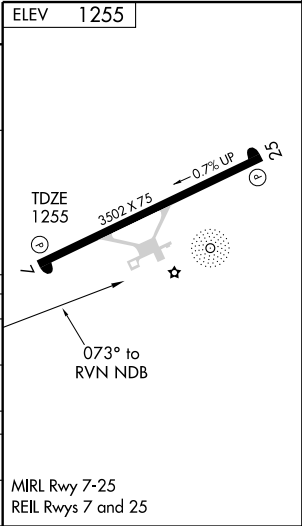
Obtain local altimeter setting on CTAf, if not received use Tri-Cities Rgnl altimeter setting.
Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 4200 in RVN NDB holding pattern.

TRI CITY APP CON ★ 119.25 317.5	UNICOM 122.8 (CTAF)
------------------------------------	------------------------



CATEGORY	A	B	C	D
S-7	2880-1¼ 1625 (1700-1¼)	2880-1½ 1625 (1700-1½)	2880-3 1625 (1700-3)	NA
CIRCLING	2880-1¼ 1625 (1700-1¼)	2880-1½ 1625 (1700-1½)	2880-3 1625 (1700-3)	NA
TRI-CITIES RGNL ALTIMETER SETTING MINIMUMS				
S-7	2980-1¼ 1725 (1800-1¼)	2980-1½ 1725 (1800-1½)	2980-3 1725 (1800-3)	NA
CIRCLING	2980-1¼ 1725 (1800-1¼)	2980-1½ 1725 (1800-1½)	2980-3 1725 (1800-3)	NA



WAAS CH 58212 W01A	APP CRS 009°	Rwy Idg TDZE Apt Elev	5000 473 473
--	------------------------	-----------------------------	---

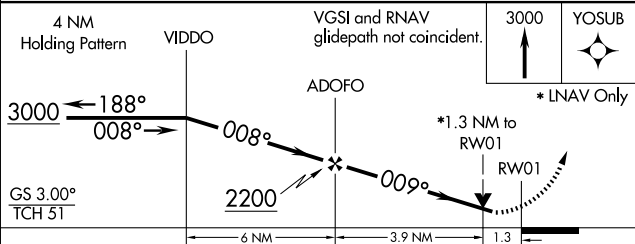
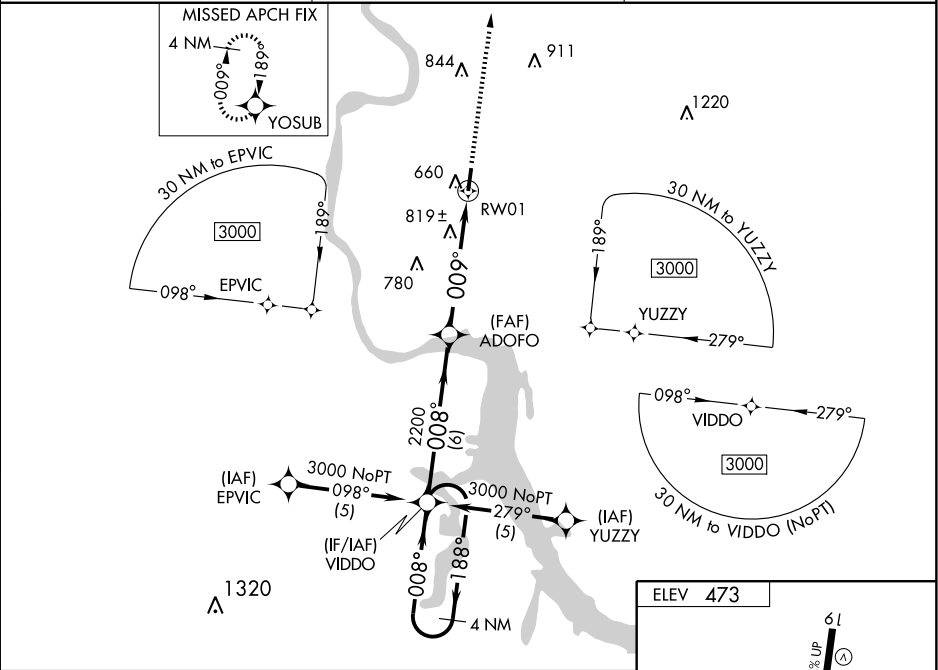
RNAV (GPS) RWY 1
SAVANNAH-HARDIN COUNTY (SNH)

▼
▲ NA

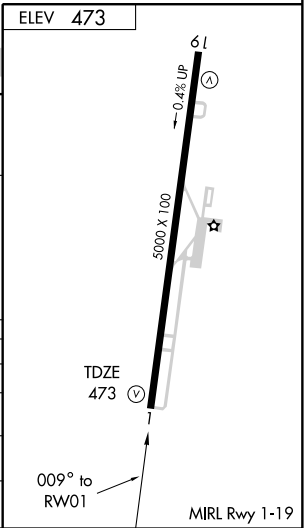
Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV and LNAV/VNAV all Cats. visibility ½ mile, LNAV Cat. C visibility ¼ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile. VDP NA when using Muscle Shoals altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
YOSUB and hold.

AWOS-3 133.925	MEMPHIS CENTER 124.35 239.3	UNICOM 122.8 (CTAF)
--------------------------	---------------------------------------	-------------------------------



CATEGORY	A	B	C	D
LPV DA	845-1¼	372 (400-1¼)		NA
LNAV/VNAV DA	1188-2½	715 (800-2½)		NA
LNAV MDA	1080-1	607 (700-1)	1080-1¾ 607 (700-1¾)	NA
CIRCLING	1100-1	627 (700-1)	1100-1¾ 627 (700-1¾)	NA



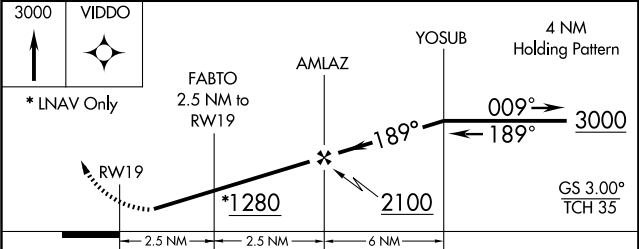
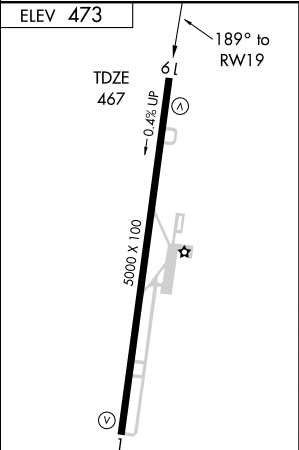
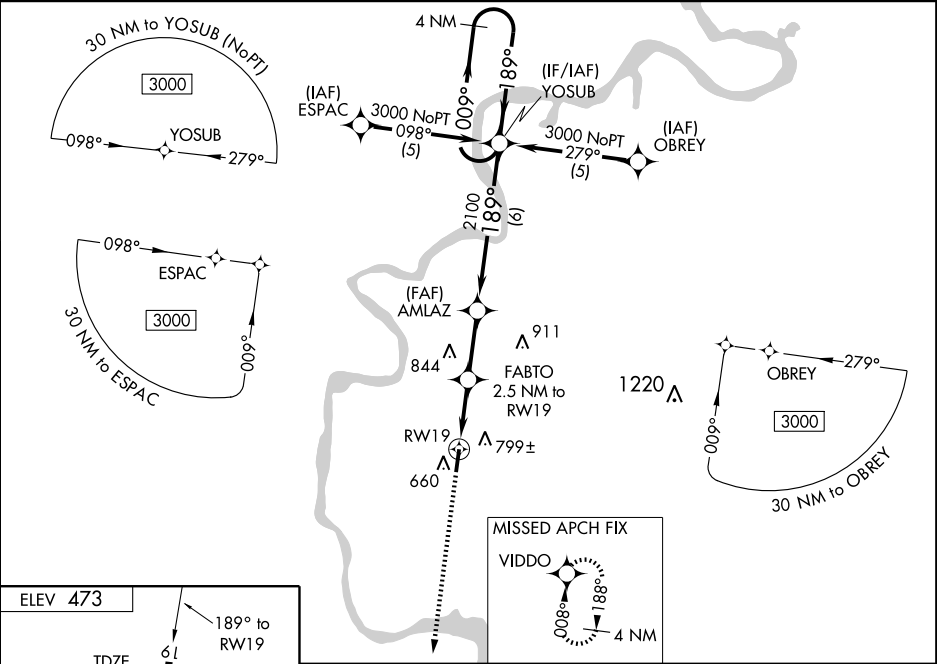
WAAS CH 42912 W19A	APP CRS 189°	Rwy Idg TDZE Apt Elev	5000 467 473
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 19
SAVANNAH-HARDIN COUNTY (SNH)

NA Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV visibility all Cats ½ mile, LNAV/VNAV visibility all Cats ¼ mile, LNAV Cat. C visibility ½ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile.

MISSED APPROACH:
Climb to 3000 direct VIDD0 and hold.

AWOS-3 133.925	MEMPHIS CENTER 124.35 239.3	UNICOM 122.8 (CTAF)
--------------------------	---------------------------------------	-------------------------------



CATEGORY	A	B	C	D
LPV DA	873-1½ 406 (400-1½)			NA
LNAV/VNAV DA	999-2 532 (600-1)			NA
LNAV MDA	1060-1 593 (600-1)		1060-1½ 593 (600-1½)	NA
CIRCLING	1100-1 627 (700-1)		1100-1¾ 627 (700-1¾)	NA

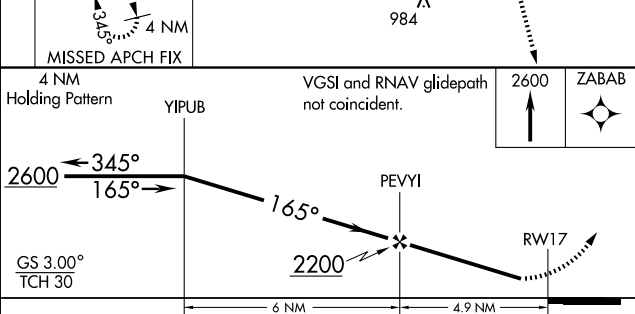
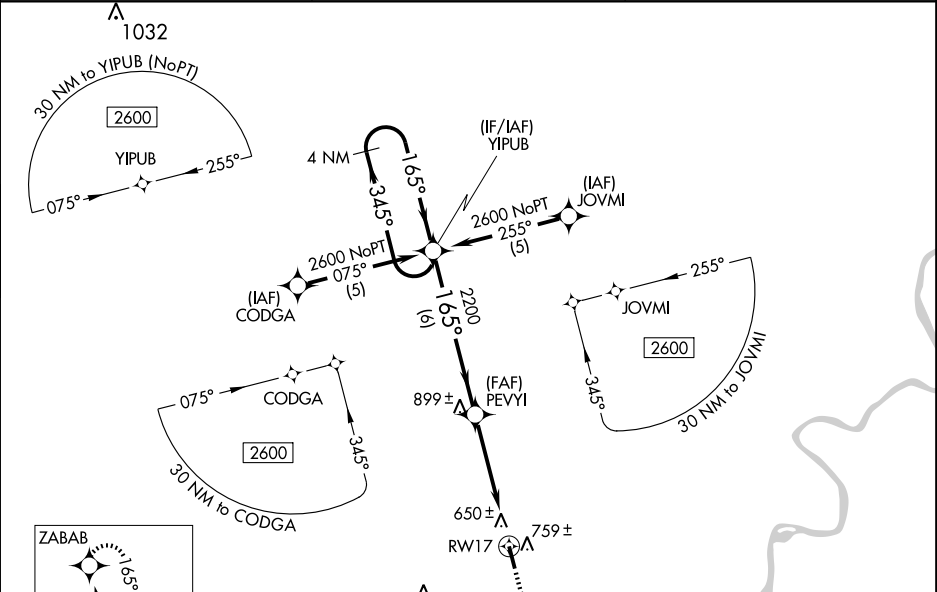
WAAS CH 40408 W17A	APP CRS 165°	Rwy Idg TDZE Apt Elev	5002 607 610
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 17
SELMER/ROBERT SIBLEY (SZY)

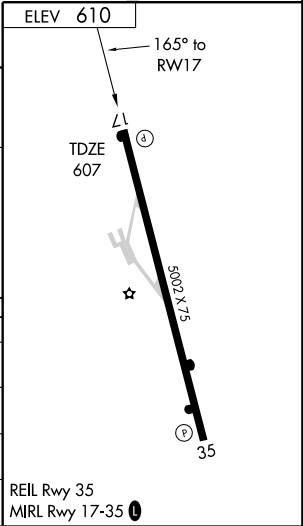
⚠ When local altimeter setting not received, use McKellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibilities ¼ mile, and LNAV Cat. D visibility ½ mile. Baro-VNAV NA when using McKellar-Sipes Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct ZABAB and hold.

AWOS-3 118.425	MEMPHIS CENTER 124.35 239.3	UNICOM 122.7 (CTAF) 0
--------------------------	---------------------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	861-1 254 (300-1)			
LNAV/VNAV DA	1055-1¾ 448 (500-1¾)			
LNAV MDA	1020-1 413 (500-1)		1020-1¼ 413 (500-1¼)	
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)



WAAS CH 86608 W35A	APP CRS 345°	Rwy Idg 5002 TDZE 610 Apt Elev 610
--	------------------------	---

RNAV (GPS) RWY 35

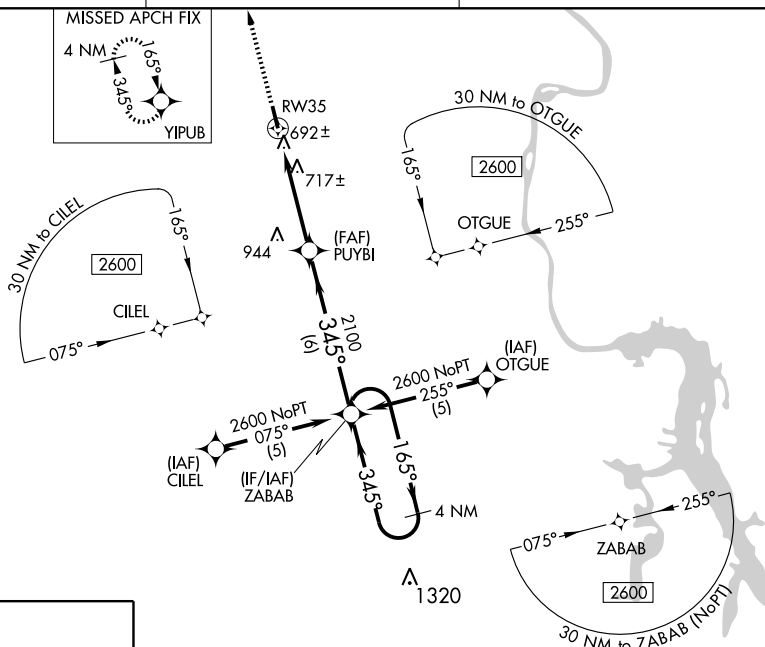
SELMER/ROBERT SIBLEY (SZY)

T When local altimeter setting not received, use McKellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV all Cts, and LNAV Cts. C and D **NA** visibilities $\frac{1}{4}$ mile, and LNAV/VNAV all Cts. visibility $\frac{1}{2}$ mile. Baro-VNAV NA when using McKellar-Sipes Rgnl altimeter setting. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct YIPUB and hold.

AWOS-3
118.425

MEMPHIS CENTER
124.35 239.3

UNICOM
122.7 (CTAF) **L**

ELEV 610

17 (P)



5002 X 75

TDZE

610

010

7-35 (C)

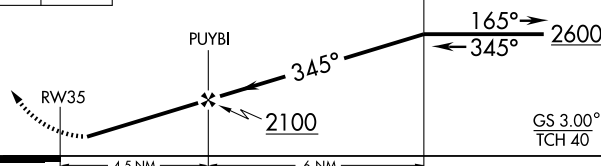
2600

YIPUB

VGSI and RNAV glidepath not coincident.

4 NAM

Holding Pattern



CATEGORY	A	B	C	D
LPV DA	944-1¼ 334 (400-1¼)			
LNAV/ VNAV DA	986-1¼ 376 (400-1¼)			
LNAV MDA	980-1 370 (400-1)			980-1¼ 370 (400-1¼)
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)

VOR/DME JKS 109.4 Chan 31	APP CRS 194°	Rwy Idg TDZE Apt Elev	N/A N/A 610
---	------------------------	-----------------------------	--

VOR/DME-A

SELMER/ROBERT SIBLEY (SZY)

T	Obtain local altimeter setting on CTAF; when
A NA	not received, use Jackson altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via JKS R-194 to PURDE/19.3 DME and hold.

AWOS-3 118,425	MEMPHIS CENTER 124.35 239.3	UNICOM 122.7 (CTAF) 0
--------------------------	---------------------------------------	---------------------------------

$$\Lambda_{1032}$$

MSA JKS 25 NM

2600

ELEV 610

194° 5 NM
from FAF

50

35

L

3000
JKS R-19
100-1

PURDE
JKS 19.3

JK

PURDE
JKS 19.3

JKS
9.3

Procedure
Turn
NA

CATEGORY	A	B	C	D
CIRCLING	1060-1 450 (500-1)	1080-1¼ 470 (500-1¼)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)

JACKSON ALTIMETER SETTING MINIMUMS

Knots	60	90	120	150	180
Min:Sec					

WAAS CH 99510 W10A	APP CRS 102°	Rwy Idg 5506 TDZE 1014 Apt Elev 1014
--	------------------------	---

RNAV (GPS) RWY 10

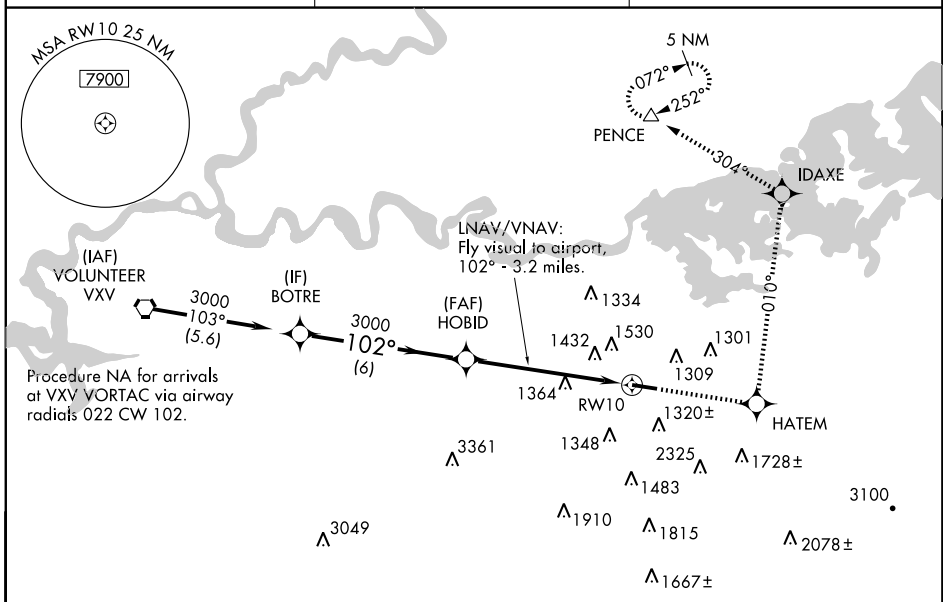
SEVIERVILLE/GATLINBURG-PIGEON FORGE (GKT)

When local altimeter setting not received, use Knoxville altimeter setting and increase all DA/MDA 60 feet, LPV all Cats. visibility $\frac{1}{4}$ mile, LNAV and Circling Cats. C and D visibility $\frac{1}{4}$ mile. Baro-VNAV NA when using Knoxville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HATEM and via 010° track to IDAXE and via 304° track to PENCE and hold.

AWOS-3
126.875

KNOXVILLE APP CON
132.8 360.8

UNICOM
123.0 (CTAF) **L**

SE-1. 17 DEC 2009 to 14 JAN 2010

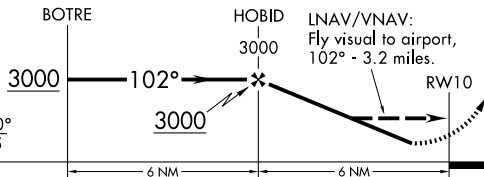
VGSI and RNAV glidepath
not coincident.

Procedure
Turn
NA

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 45}$$

4000	HATEM	TRK 010°	IDAXE	TRK 304°	PENCE △
------	-------	-------------	-------	-------------	------------

LNAV/VNAV:
Fly visual to airport,
102° - 3.2 miles.



ELEV 1014

102° f

RW10

/

17C

TDZE

1014

1014

RFII Rv

MIRL R

WIRE R

CATEGORY	A	B	C	D
LPV DA	1371-1¼ 357 (400-1¼)			
INAV/ VNAV DA	2013-2 999 (1000-2)		2013-3 999 (1000-3)	
INAV MDA	1800-1 786 (800-1)	1800-1¼ 786 (800-1¼)	1800-2¼ 786 (800-2¼)	1800-2½ 786 (800-2½)
CIRCLING	1800-1 786 (800-1)	1880-1¼ 866 (900-1¼)	1880-2½ 866 (900-2½)	1880-2¾ 866 (900-2¾)

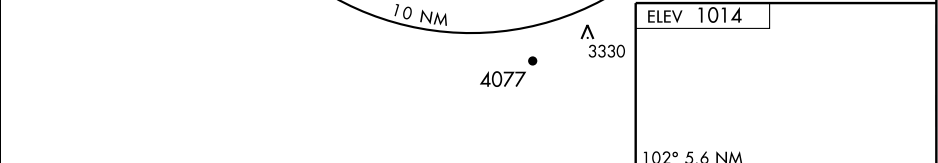
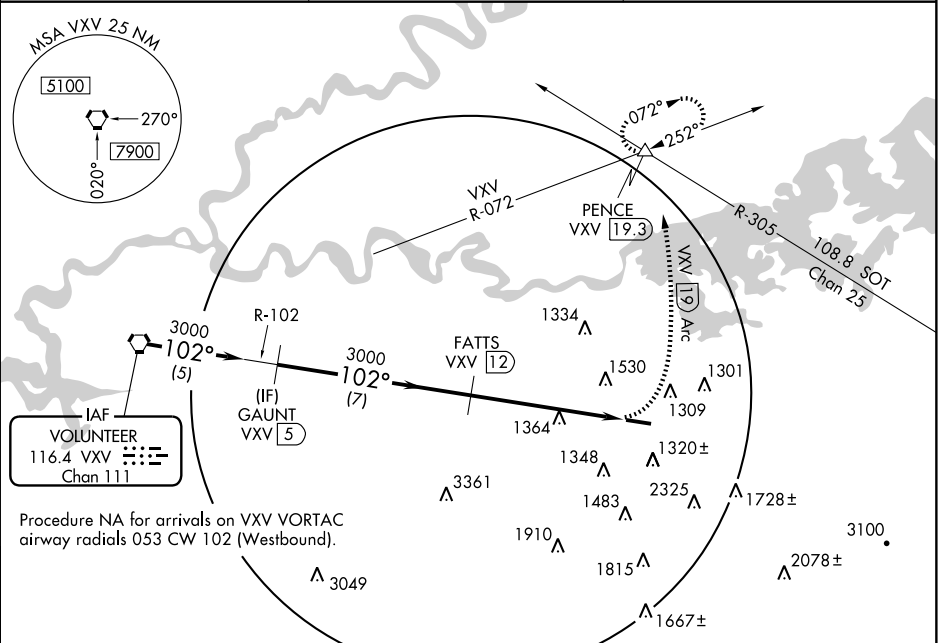
VORTAC VXV 116.4 Chan 111	APP CRS 102°	Rwy Idg TDZE Apt Elev 5506 1014 1014
---	------------------------	--

VOR/DME RWY 10

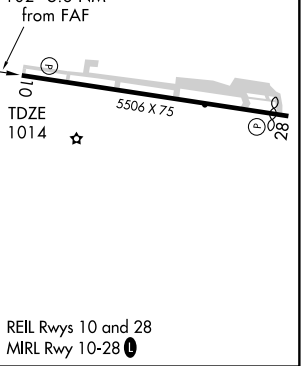
SEVIERVILLE/GATLINBURG-PIGEON FORGE (GKT)

<p>NA</p> <p>When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 60 feet and Cats. A, C and D visibilities ¼ mile. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climbing left turn to 4000 via VXV 19 DME Arc to PENCE Int and hold.</p>
---	--

AWOS-3 126.875	KNOXVILLE APP CON 132.8 360.8	UNICOM 123.0 (CTAF) 0
--------------------------	---	---------------------------------



VGSI and descent angles not coincident.				
Procedure Turn NA	VORTAC	GAUNT VXV (5)	FATTS VXV (12)	PENCE
	3000	3000	3000	4000
	102°	102°	3.26°	VXV 19 Arc 116.4
	5 NM	7 NM	5.6 NM	VXV 17.6
			TCH 45	
CATEGORY	A	B	C	D
S-10	1840-1 826 (900-1)	1840-1¼ 826 (900-1¼)	1840-2½ 826 (900-2½)	1840-2¾ 826 (900-2¾)
CIRCLING	1840-1 826 (900-1)	1880-1¼ 866 (900-1¼)	1880-2½ 866 (900-2½)	1880-2¾ 866 (900-2¾)



REIL Rwy 10 and 28
MIRL Rwy 10-28 0

WAAS CH 50407 W18A	APP CRS 180°	Rwy Idg TDZE 800 Apt Elev 801	5503
--	------------------------	---	-------------

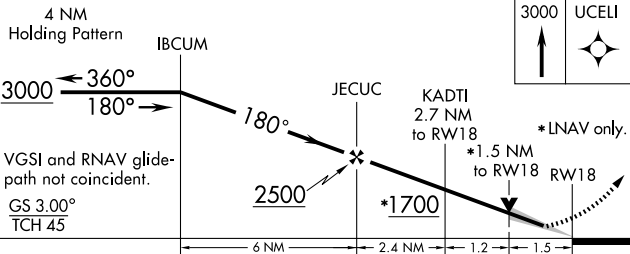
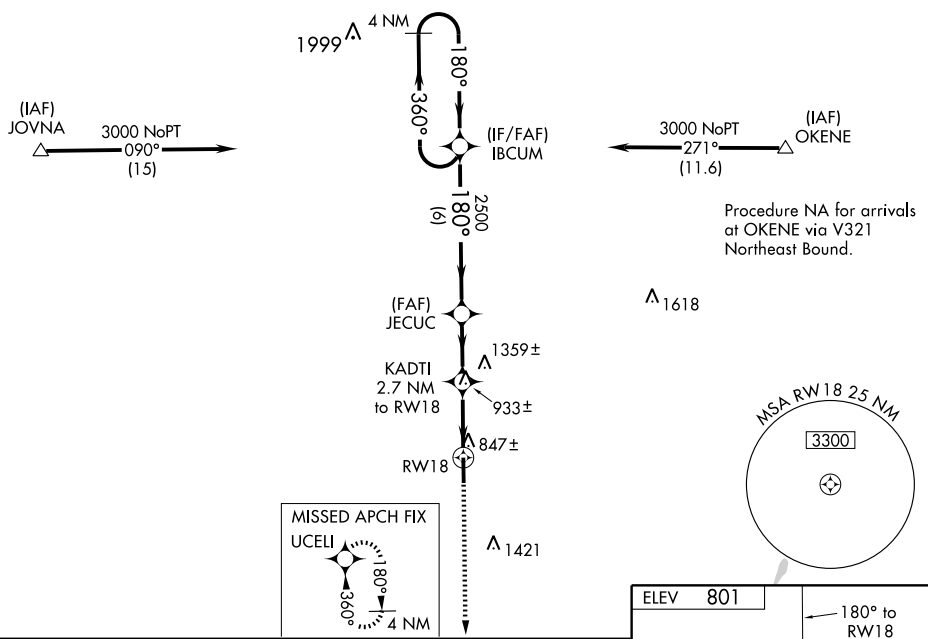
RNAV (GPS) RWY 18

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYT)

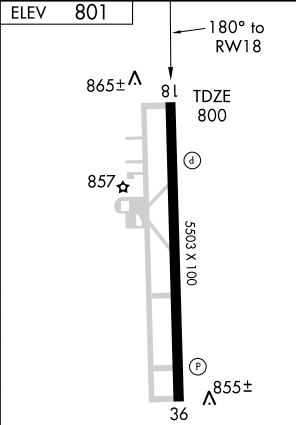
When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1123, LNAV/VNAV DA to 1389, all MDA 80 feet, increase LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. C and D visibility ¼ mile. Baro-VNAV NA when using Tullahoma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116° F). DME/DME RNP-0.3 NA. VDP NA when using Tullahoma altimeter setting.

MISSED APPROACH:
Climb to 3000 direct UCELI and hold.

AWOS-3 119.275	MEMPHIS CENTER 126.75 353.5	UNICOM 122.8 (CTAF) 0
--------------------------	---------------------------------------	---------------------------------



CATEGORY	A	B	C	D
LPV DA	1050-¾ 250 (300-¾)			
LNAV/VNAV DA	1316-1¾ 516 (600-1¾)			
LNAV MDA	1280-1 480 (500-1)	1280-1¼ 480 (500-1¼)	1280-1½ 480 (500-1½)	
CIRCLING	1280-1 479 (500-1)	1420-1 619 (700-1)	1420-1¼ 619 (700-1¼)	1440-2 639 (700-2)



MIRL Rwy 18-36 0
REIL Rwy 18 and 36

APP CRS	Rwy Idg	5503
015°	TDZE	801
	Apt Elev	801

RNAV (GPS) Y RWY 36

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)



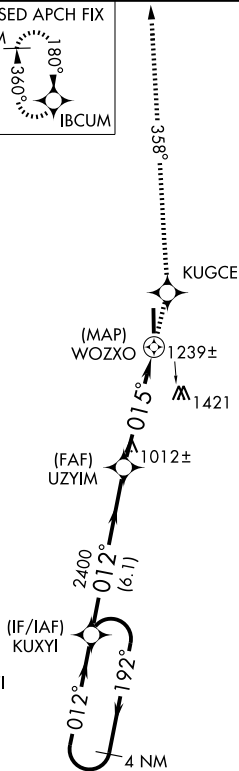
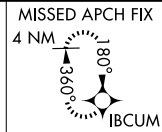
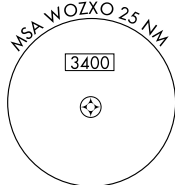
When local altimeter setting not received, use Tullohama altimeter setting and increase all MDA 80 feet, and increase LNAV Cat. C/D visibility and Circling Cat. C/D visibility $\frac{1}{4}$ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct KUGCE and via 358° track to IBCUM and hold.

AWOS-3
119.275

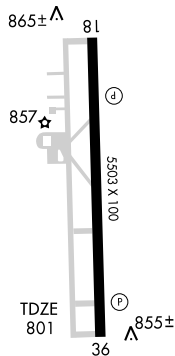
MEMPHIS CENTER
126.75 353.5

UNICOM
122.8 (CTAF) **L**



NoPT for arrival at KUXY
via V321 Northbound.

ELEV 801



4 NM Holding Pattern

KUXYI

3000

192°

012°

012°

2400

015°

015°

2.99° TCH 45

0.9 NM to WOZKO

WOZKO

VGSI and descent angles not coincident.

6.1 NM

3.5 NM

0.9

0.5

3000

KUGCE

358° TRK

IBCU

CATEGORY	A	B	C	D
RNAV MDA	1260-1	459 (500-1)	1260-1½	459 (500-1½)
CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1420-1¾ 619 (700-1¾)	1440-2 639 (700-2)

MIRL Rwy 18-36 **L**
REIL Rwy 18 and 36

WAAS CH 97607 W36A	APP CRS 360°	Rwy Idg TDZE Apt Elev	5503 801 801
--	------------------------	-----------------------------	---

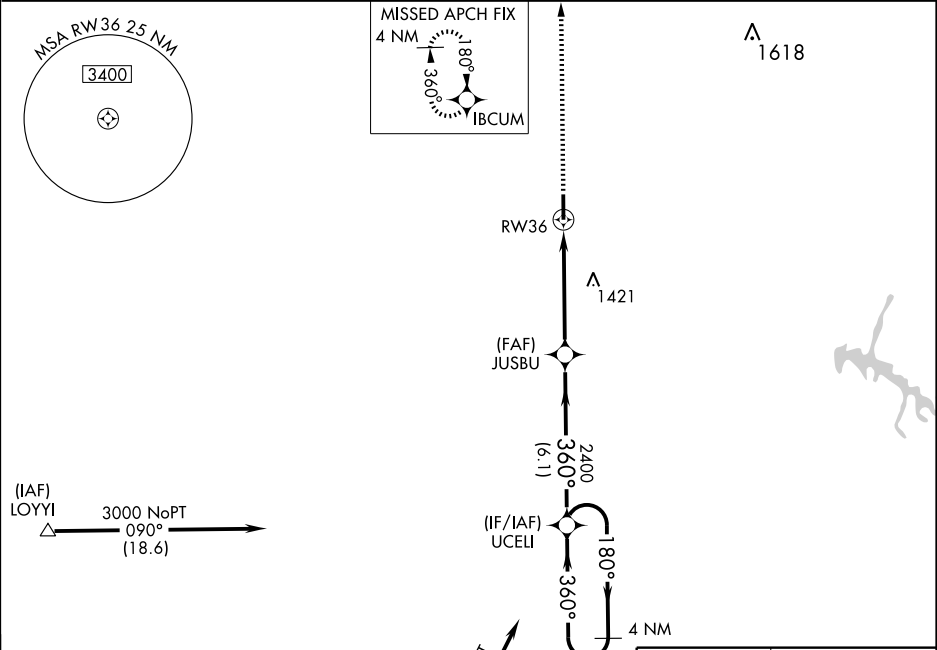
RNAV (GPS) Z RWY 36

SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYT)

When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1124, all MDA 80 feet, increase LPV all Cats. visibility ½ mile, LNAV and Circling Cat. C and D visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Tullahoma altimeter setting.

MISSED APPROACH:
Climb to 3000 direct IBCUM and hold.

AWOS-3 119.275	MEMPHIS CENTER 126.75 353.5	UNICOM 122.8 (CTAF) 0
--------------------------	---------------------------------------	---------------------------------



ELEV 801 MRL Rwy 18-36 0 REIL Rwy 18 and 36				
4 NM Holding Pattern UCELI				
3000 180° 360° GS 3.00° TCH 51 VGSI and RNAV glide-path not coincident.				
JUSBU 2400 6.1 NM 2.4 NM 2.4 NM RW36 * 2.4 NM to RW36 * LNAV only.				
CATEGORY	A	B	C	D
LPV DA	1051-3/4 250 (300-3/4)			
LNAV MDA	1580-1 779 (800-1)	1580-1 1/4 779 (800-1 1/4)	1580-2 1/4 779 (800-2 1/4)	1580-2 1/2 779 (800-2 1/2)
CIRCLING	1580-1 779 (800-1)	1580-1 1/4 779 (800-1 1/4)	1580-2 1/4 779 (800-2 1/4)	1580-2 1/2 779 (800-2 1/2)

865± Λ 81
857
5503 X 100
TDZE 801
36
855± Λ
360° to RW36

VOR/DME SYI	APP CRS	Rwy Idg
109.0	160°	5503
Chan 27		TDZE 799
		Apt Elev 800

VOR/DME RWY 18

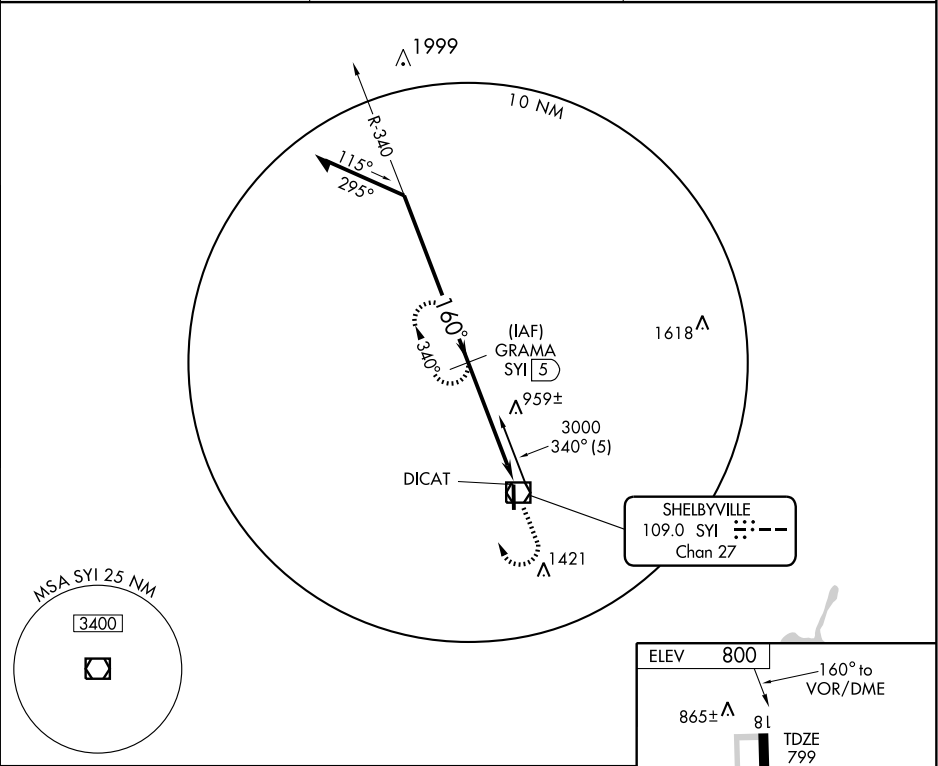
SHELBYVILLE/BOMAR FIELD-SHELBYVILLE MUNI (SYI)

▽ If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 120 feet, and increase Cat C visibility ¼ mile, Cat D ½ mile.

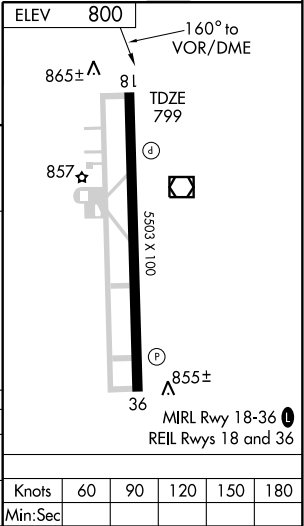
△ NA VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYI R-340 to GRAMA/5 DME and hold.

AWOS-3 119.275	MEMPHIS CENTER 126.75 353.5	UNICOM 122.8 (CTAF) 0
-------------------	--------------------------------	---------------------------------



Remain within 10 NM				
GRAMA SYI 5				
3000				
2300				
2.95° TCH 40				
3.4 NM				
1.3				
CATEGORY	A	B	C	D
S-18	1220-1	421 (500-1)	1220-1¼	421 (500-1¼)
CIRCLING	1260-1 460 (500-1)	1420-1 620 (700-1)	1420-1¾ 620 (700-1¾)	1440-2 640 (700-2)



VOR/DME SYI
109.0
Chan **27**

APP CRS
152°

Rwy Idg	5503
TDZE	799
Apt Elev	800

VOR RWY 18

SHELBYVILLE/BOMAR FIELD-SHELBYVILLE MUNI (SYI)

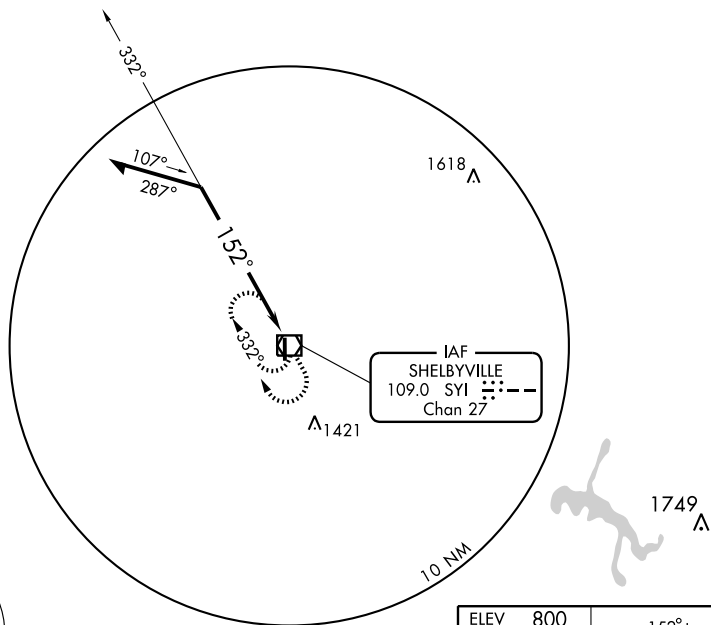


MISSED APPROACH: Climbing right turn to 2800 in SYI VOR/DME holding pattern.

AWOS-3
119,275

MEMPHIS CENTER
126.75 353.5

UN|COM
122.8 (CTAF) **L**



MSA SYI 25 NM

3400

Remain within 10 NM

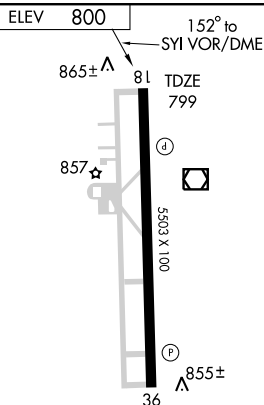
VOR/DME

2800

2800

SYI

 109.0



MIRL Rwy 18-36 **L**
REIL Rwy 18 and 36

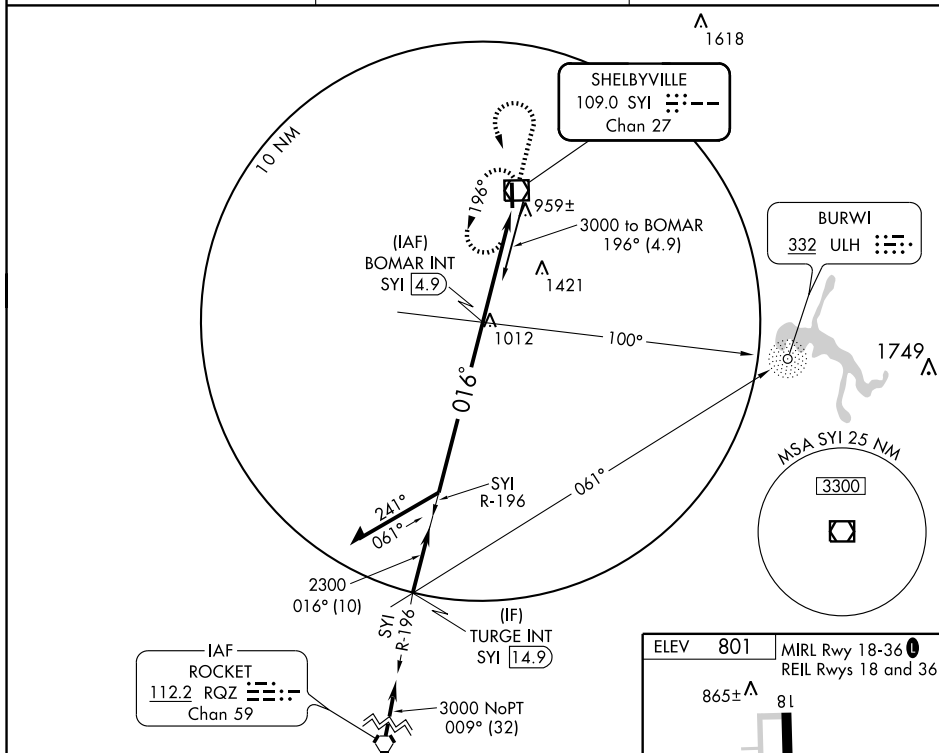
CATEGORY	A	B	C	D
S-18	1360-1	561 (600-1)	1360-1½ 561 (600-1½)	1360-1¾ 561 (600-1¾)
CIRCLING	1360-1 560 (600-1)	1420-1 620 (700-1)	1420-1¾ 620 (700-1¾)	1440-2 640 (700-2)

Knots	60	90	120	150	180
Min:Sec					

VOR RWY 36
SHELBYVILLE/ BOMAR FIELD-SHELBYVILLE MUNI (SYI)

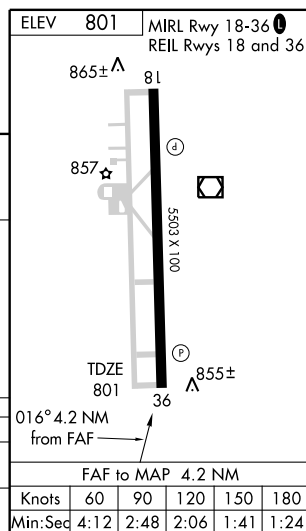
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.

MEMPHIS CENTER
126.75 353.5

UNICOM
122.8 (CTAF) **L**

Remain
within 10 NM

CATEGORY	A	B	C	D
S-36	1220-1	419 (500-1)	1220-1 $\frac{1}{4}$	419 (500-1 $\frac{1}{4}$)
CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1420-1 $\frac{3}{4}$ 619 (700-1 $\frac{3}{4}$)	1440-2 639 (700-2)



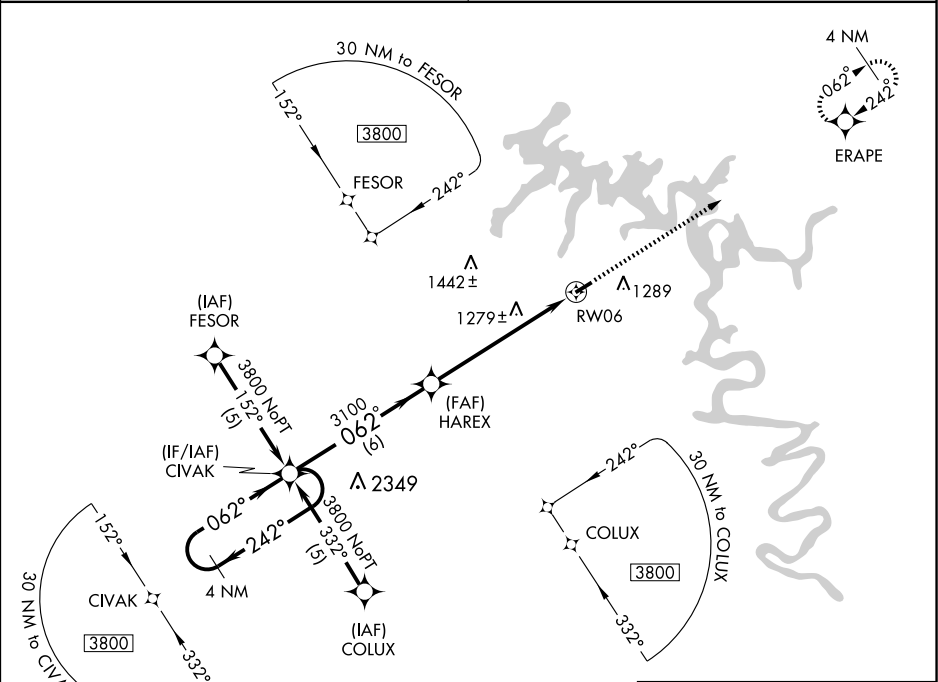
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

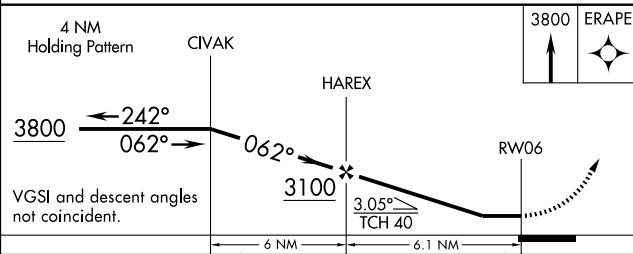
Use Sparta altimeter setting; when not received, use McMinnville altimeter setting and increase all MDAs 20 feet and LNAV and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3800 direct ERAPE and hold.

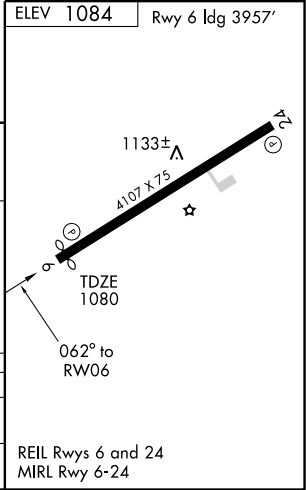
MEMPHIS CENTER 132.1 263.1	UNICOM 122.8 (CTAF)
-------------------------------	------------------------



ELEV 1084
Rwy 6 Idg 3957'



CATEGORY	A	B	C	D
LNAV MDA	1580-1 500 (500-1)		1580-1¼ 500 (500-1¼)	NA
CIRCLING	1680-1 596 (600-1)		1680-1½ 596 (600-1½)	NA



▼

▲ NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Sparta altimeter setting; when not received, use McMinnville altimeter setting and increase all MDAs 20 feet and Circling Cat. C visibility ¼ mile.

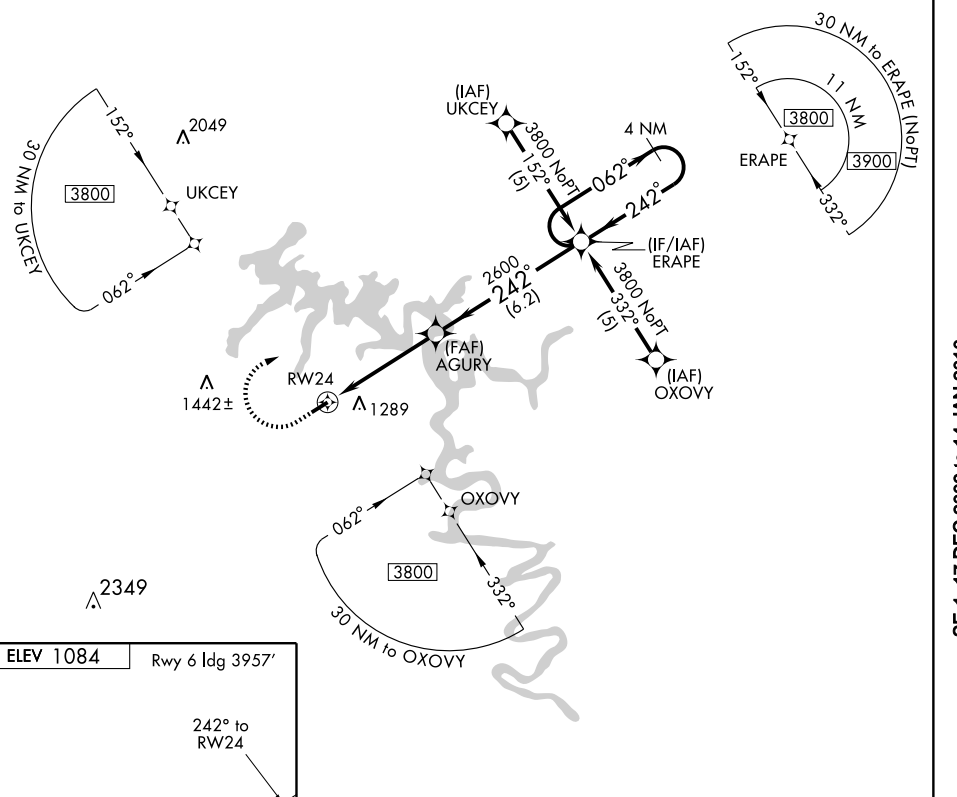
MISSED APPROACH:
Climbing right turn to 3800
direct ERAPE and hold.

MEMPHIS CENTER

132.1 263.1

UNICOM

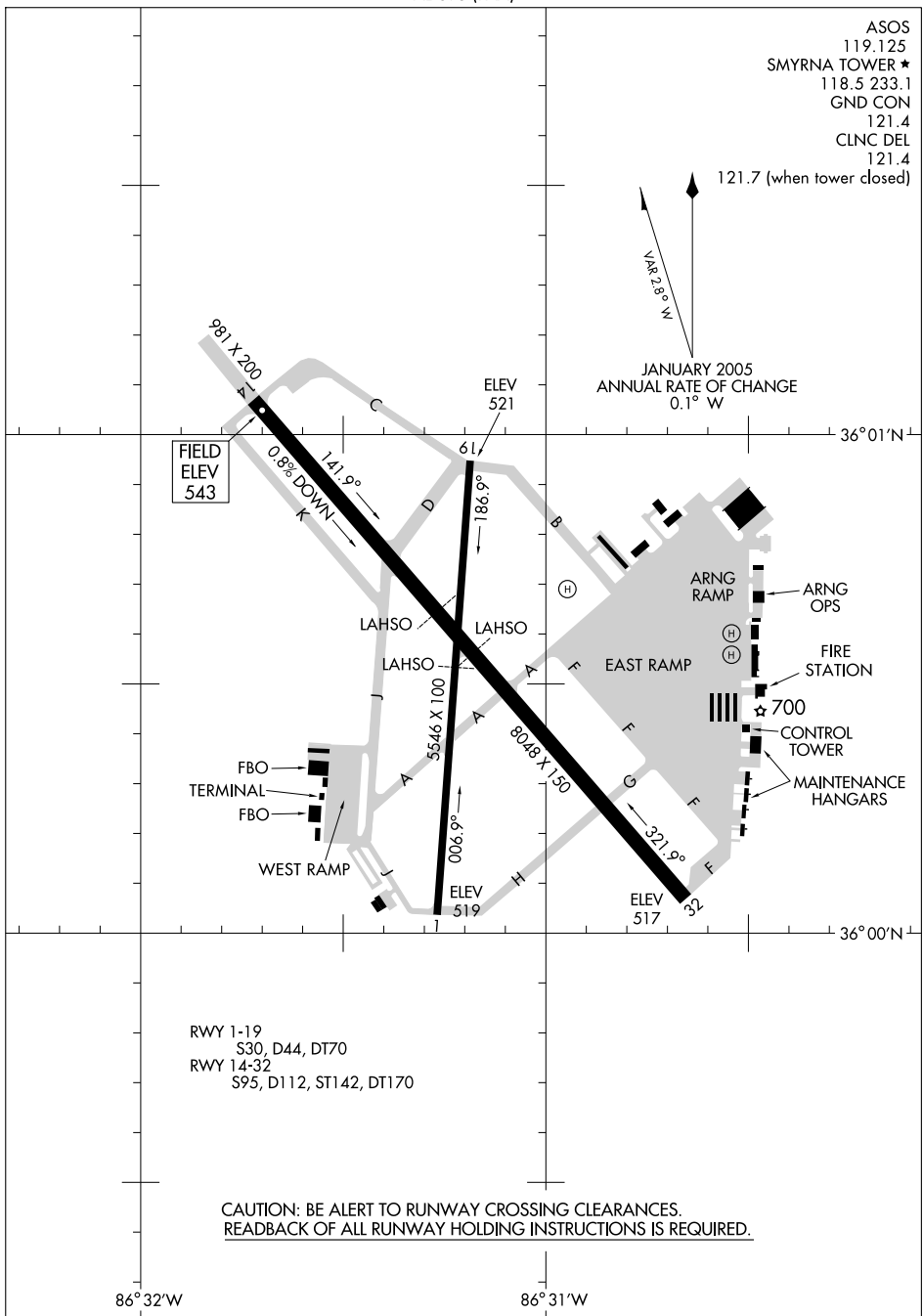
122.8 (CTAF)



ELEV 1084 Rwy 6 Idg 3957'		3800 ERAPE		4 NM Holding Pattern	
				ERAP 062° 3800 242°	
MIRL Rwy 6-24 REIL Rwy 6 and 24		AGURY		VGSI and descent angles not coincident.	
CATEGORY	A	B	C	D	
LNAV MDA	1560-1	476 (500-1)	1560-1¼ 476 (500-1¼)	NA	
CIRCLING	1680-1	596 (600-1)	1680-1½ 596 (600-1½)	NA	

AIRPORT DIAGRAM

AL-895 (FAA)

 SMYRNA (MQY)
 SMYRNA, TENNESSEE


GRAHAM FIVE ARRIVAL (GHM.GHM5)

NASHVILLE, TENNESSEE

NASHVILLE APP CON
120.6 387.0
NASHVILLE ATIS
135.1

GHM VORTAC
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at 11000.
Expect clearance to cross at 250 KIAS
when landing BNA Rwy's 2L, 2C, 2R or 13.

NASHVILLE
114.1 BNA
Chan 88
N36°08.22' - W86°41.09'

DYERSBURG
116.8 DYR
Chan 115

GRAHAM
111.6 GHM
Chan 53
N35°50.04' - W87°27.11'

JOHN C.
TUNE

NASHVILLE
INTL
SMYRNA
MURFREESBORO
MUNI

LINGA
N36°05.17'
W86°48.87'

7000
067°
(71)

7000
066°
(62)

HELAM
N35°27.44'
W88°38.58'

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

7000
066°
(62)

MEMPHIS
117.5 MEM
Chan 122
N35°00.91' - W89°58.99'
L-18, H-6

NOTE: Radar Required
on the SIDON and
BIGBEE Transitions.

SIDON
114.7 SQS
Chan 94
N33°27.83' - W90°16.64'
L-18, H-6

BIGBEE
116.2 IGB
Chan 109
N33°29.13' - W88°30.82'
L-18, H-6

VULCAN
114.4 VUZ
Chan 91
N33°40.21' - W86°53.99'
L-18, H-6-9

NOTE: DME Required.
NOTE: Chart not to scale.

BIGBEE TRANSITION (IGB.GHM5): From over IGB VORTAC via IGB R-016 and GHM R-198 to GHM VORTAC. Thence. . .

MEMPHIS TRANSITION (MEM.GHM5): From over MEM VORTAC via MEM R-067 and GHM R-246 to GHM VORTAC. Thence. . .

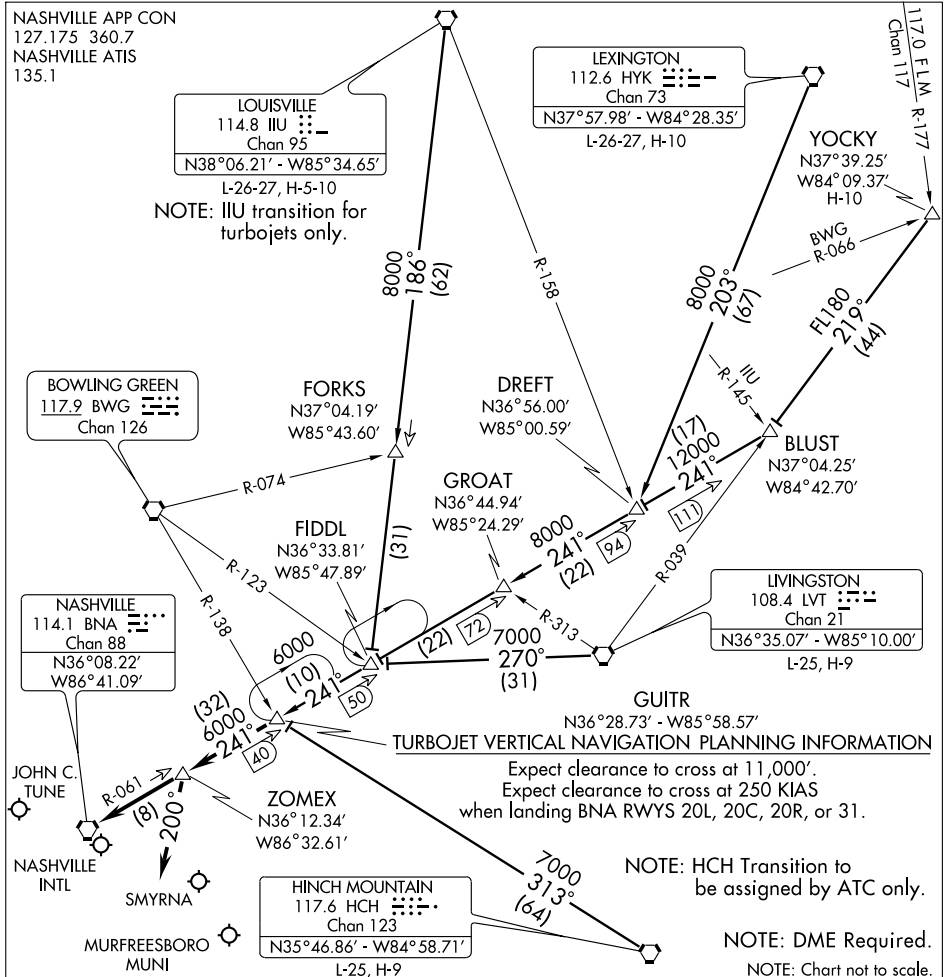
SIDON TRANSITION (SQS.GHM5): From over SQS VORTAC via SQS R-041 and GHM R-222 to GHM VORTAC. Thence. . .

VULCAN TRANSITION (VUZ.GHM5): From over VUZ VORTAC via VUZ R-346 and GHM R-165 to GHM VORTAC. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC. LANDING SOUTH: From over GHM VORTAC via BNA R-246 to LINGA. Thence heading 020° for vectors to final approach course. NON-TURBINE; ALL RUNWAYS: From over GHM VORTAC via BNA R-246 to BNA VORTAC. Expect vectors to final approach course passing GHM VORTAC.

GUITR FOUR ARRIVAL (GUITR.GUITR4)

NASHVILLE, TENNESSEE



HINCH MOUNTAIN TRANSITION (HCH.GUITR4): From over HCH VORTAC via HCH R-313 to GUITR INT. Thence. . . .

LEXINGTON TRANSITION (HYK.GUITR4): From over HYK VORTAC via HYK R-203 to DREFT INT, then via BNA R-061 to GUITR INT. Thence. . . .

LIVINGSTON TRANSITION (LVT.GUITR4): From over LVT VORTAC via LVT R-270 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

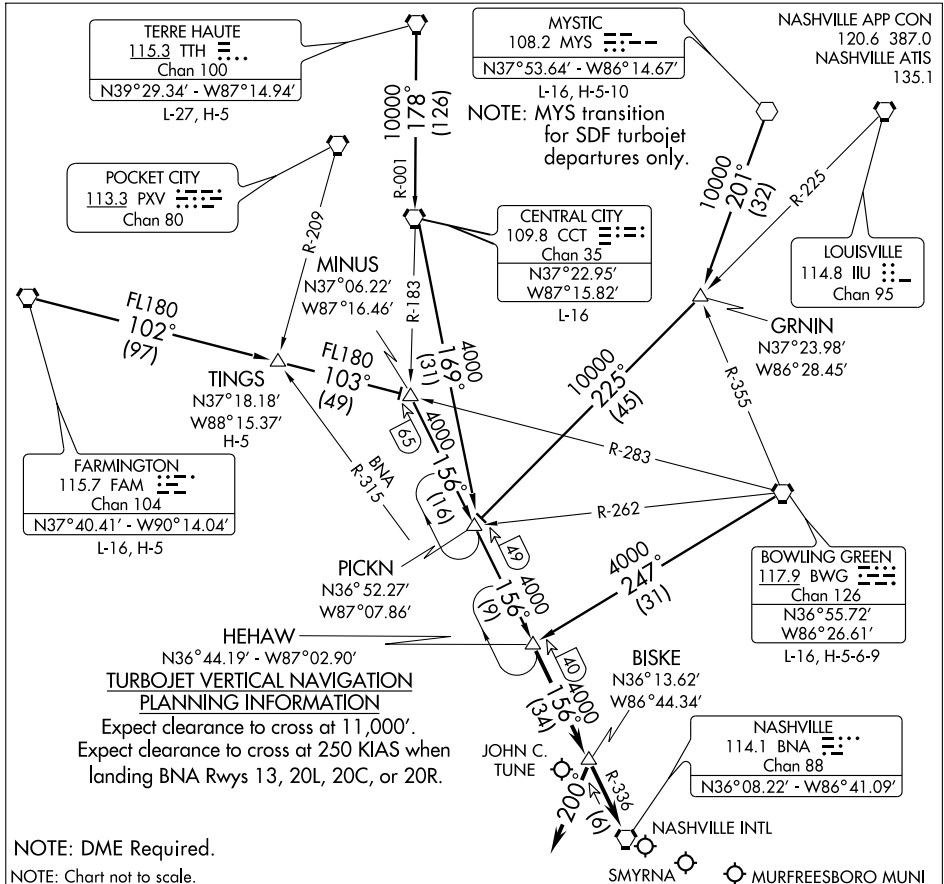
LOUISVILLE TRANSITION (ILL.GUITR4): From over ILL VORTAC via ILL R-186 to FIDDL INT, then via BNA R-061 to GUITR INT. Thence. . . .

YOCKY TRANSITION (YOCKY.GUITR4): From over YOCKY INT via LVT R-039 to BLUST INT, then via BNA R-061 to GUITR INT. Thence. . . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over GUITR INT via BNA R-061 to ZOMEX. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT. **NON-TURBINE;** all runways: From over GUITR INT via BNA R-061 to BNA VORTAC. Expect vectors to final approach course passing GUITR INT.

HEHAW FIVE ARRIVAL (HEHAW.HEHAW5)

NASHVILLE, TENNESSEE



BOWLING GREEN TRANSITION (BWG.HEHAW5): From over BWG VORTAC via BWG R-247 to HEHAW INT. Thence. . .

CENTRAL CITY TRANSITION (CCT.HEHAW5): From over CCT VORTAC via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

FARMINGTON TRANSITION (FAM.HEHAW5): From over FAM VORTAC via FAM R-102 and BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . .




MYSTIC TRANSITION (MYS.HEHAW5): From over MYS VOR via MYS R-201 to GRNIN INT, then via IUU R-225 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .

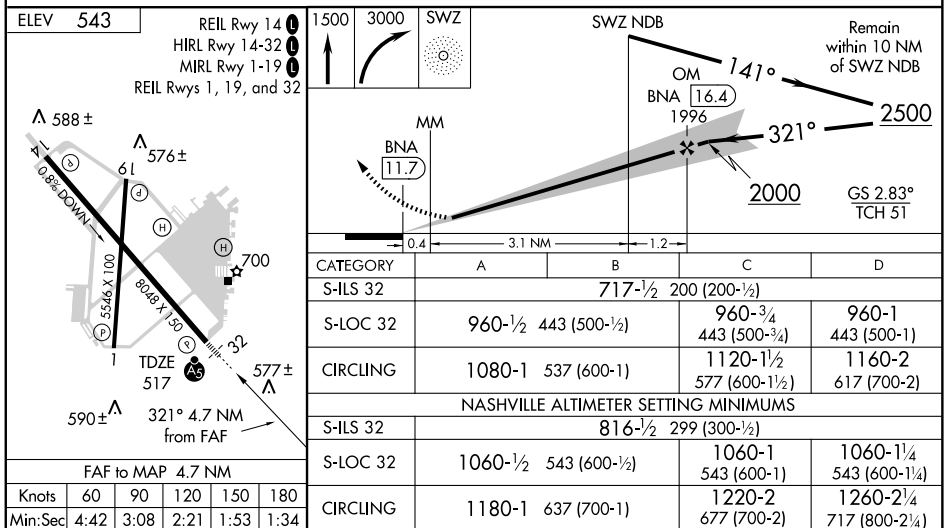
TERRE HAUTE TRANSITION (TTH.HEHAW5): From over TTH VORTAC via TTH R-178 and CCT R-001 to CCT VORTAC, then via CCT R-169 to PICKN INT, then via BNA R-336 to HEHAW INT. Thence. . .



TINGS TRANSITION (TINGS.HEHAW5): From over TINGS INT via BWG R-283 to MINUS INT, then via BNA R-336 to HEHAW INT. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over HEHAW INT via BNA R-336 to BISKE. Thence heading 200° for vectors to final approach course. **LANDING SOUTH:** From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course. **NON-TURBINE;**

ALL RUNWAYS: From over HEHAW INT via BNA R-336 to BNA VORTAC. Expect vectors to final approach course passing HEHAW INT.

 Obtain local altimeter setting on CTAF; when not received use Nashville altimeter setting.  ADF REQUIRED		MALS R 	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SWZ NDB and hold.			
ASOS 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1	GND CON 121.4	CLNC DEL 121.4	NASHVILLE CLNC DEL 121.7 (When tower closed)	UNICOM 122.95



 	When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet, and increase Circling Cat C visibility ¼ mile.	MALSR 	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct SWZ NDB and hold.
--	--	--	--

The map displays the Nashville area with various flight paths and altitudes. Key features include:

- Nashville Area:** A large circle representing the 10 NM radius around the IAF SEWART.
- Altitudes:** Numerous altitudes are marked, such as 1547, 1089, 691, 836, 1118, 768, 788±, 718, 1249, 1999, 1789, 1449, and 1449.
- Communication Frequencies:** Frequencies like 3000 to NDB (137°), 321°, 096°, 276°, 141°, and 141° are indicated.
- Obstacles:** Obstacles are shown as shaded areas with labels MM, OM, and SWZ.
- Inset Map:** A small inset map shows the location of Nashville relative to the MSA SWZ 25 NM.

1500 3000 SWZ VGSI and descent angles not coincident.

Remain within 10 NM

NDB

141°

321°

3000

1900

3.58°
TCH 50

3.5 NM

CATEGORY	A	B	C	D
S-32	1020- ³ / ₄ 503 (500- ³ / ₄)		1020-1 503 (500-1)	NA
CIRCLING	1080-1 537 (600-1)		1120-1½ 577 (600-1½)	NA

▼

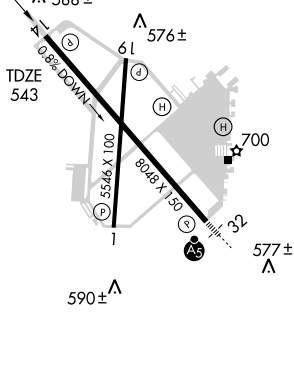
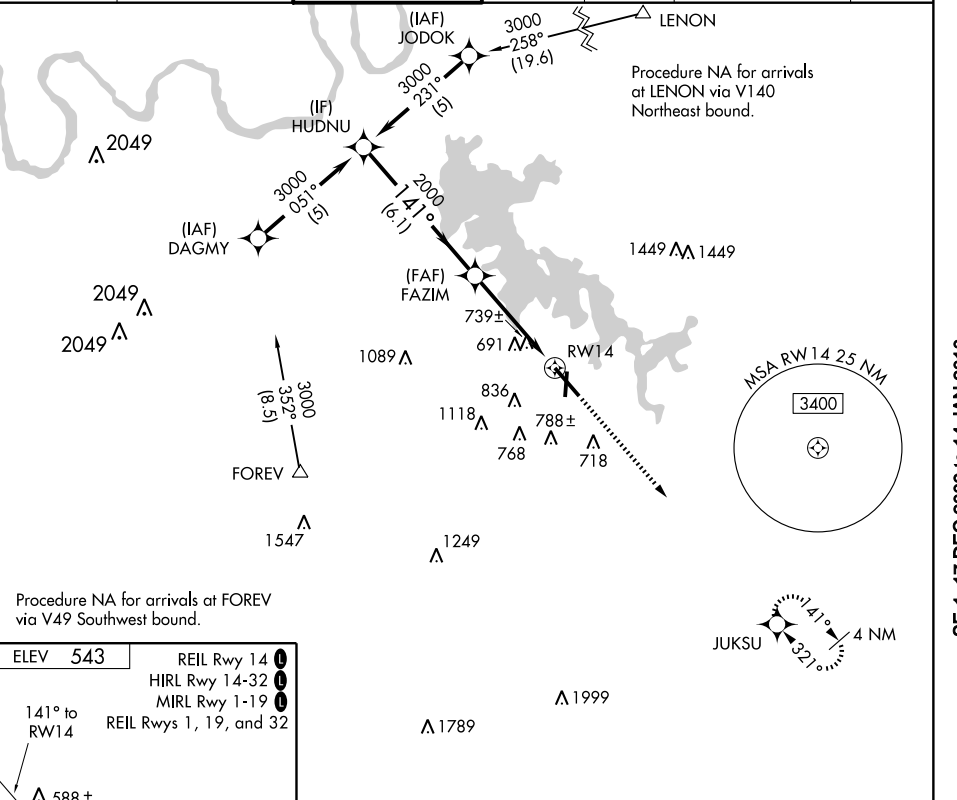
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet;

▲

increase LNAV Cat C and D visibilities ¼ mile and Circling Cat C visibility ¼ mile.
VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 3000
direct JUKSU and hold.

ASOS 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 233.1	GND CON 121.4	CLNC DEL 121.4	NASHVILLE CLNC DEL 121.7 (When tower closed)	UNICOM 122.95
-----------------	----------------------------------	--------------------------------------	------------------	-------------------	--	------------------



	HUDNU	FAZIM	3000	JUKSU
	3000	2000	1.4 NM to RW14	
	141°	3.03° TCH 50		
	6.1 NM	3 NM	1.4	
CATEGORY	A	B	C	D
LNAV MDA	1040-1	497 (500-1)	1040-1¼ 497 (500-1¼)	1040-1½ 497 (500-1½)
CIRCLING	1080-1	537 (600-1)	1120-1½ 577 (600-1½)	1160-2 617 (700-2)

SE-1, 17 DEC 2009 to 14 JAN 2010

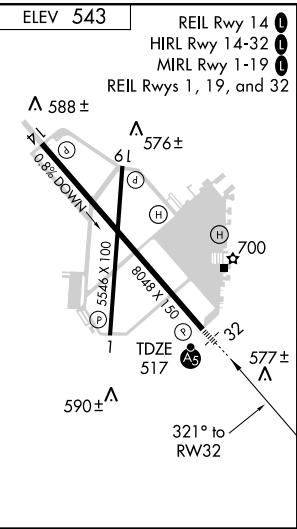
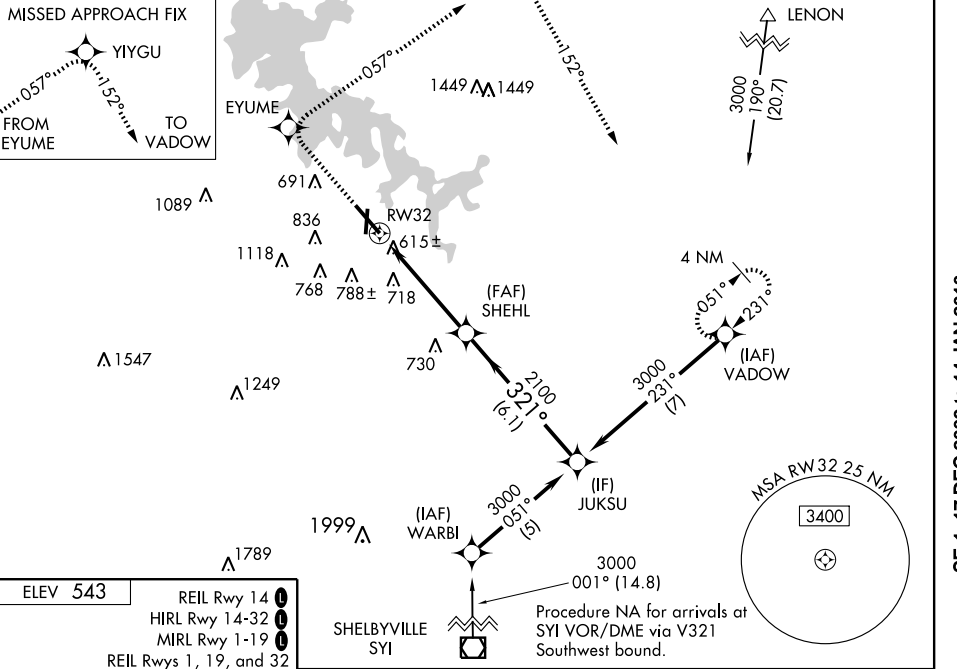
⚠ For inoperative MALS, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

⚠ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA to 872 feet, LNAV/VNAV DA to 1047 feet, and all MDA 40 feet; increase LPV visibility ¼ mile all Cats, and Circling visibility Cat C ¼ mile. For inoperative MALS when using Nashville Intl altimeter setting, increase LPV visibility to 1¼ mile all Cats.

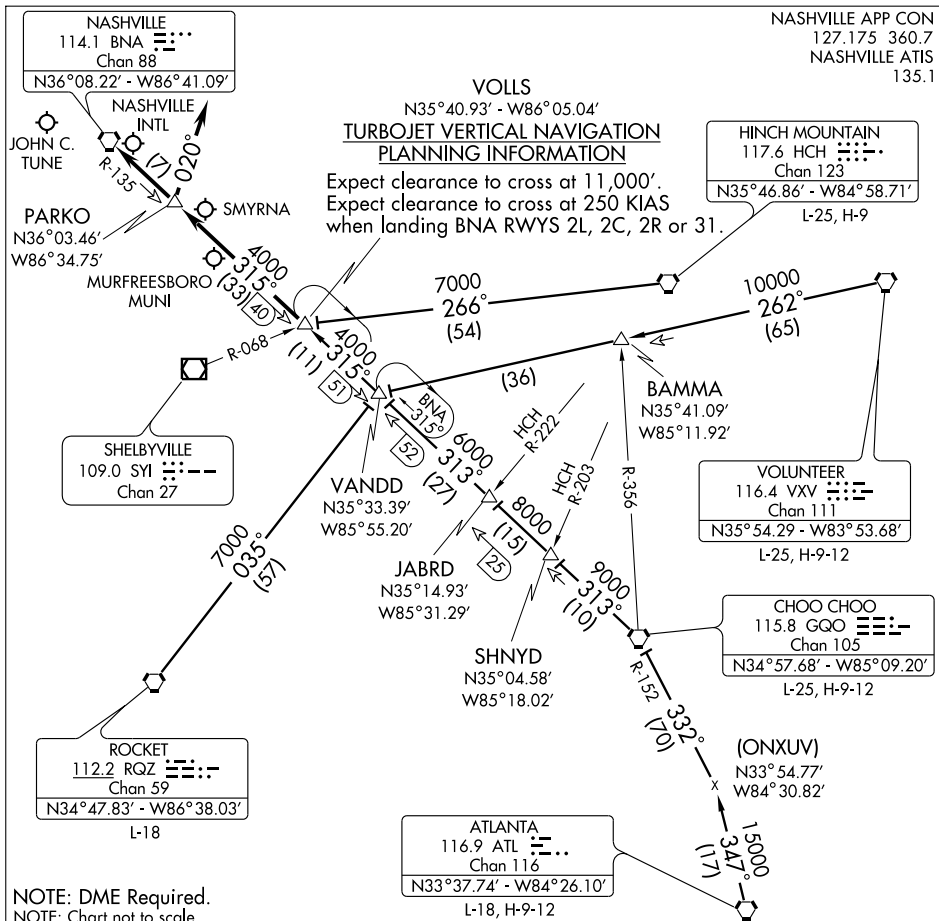
MALS

MISSED APPROACH:
Climb to 3000 direct EYUME and right turn via 057° track to YIYGU and right turn via 152° track to VADOW and hold.

ASOS 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1	GND CON 121.4	CLNC DEL 121.4	NASHVILLE CLNC DEL 121.7 (When tower closed)	UNICOM 122.95
-----------------	----------------------------------	--	------------------	-------------------	--	------------------



3000	EYUME	YIYGU	VADOW	VGSI and RNAV glidepath not coincident.	
	trk 057°	trk 152°			
* LNAV only				Procedure Turn NA	
CATEGORY	A		B	C	D
LPV DA	840-1/2		323 (400-1/2)		
LNAV/VNAV DA	1015-1 1/4		498 (500-1 1/4)		
LNAV MDA	960-1/2 443 (500-1/2)		960-3/4 443 (500-3/4)		960-1 443 (500-1)
CIRCLING	1080-1 537 (600-1)		1120-1 1/2 577 (600-1 1/2)		1160-2 617 (700-2)



ATLANTA TRANSITION (ATL.VOLLS7): From over ATL VORTAC via ATL R-347 and GQO R-152 to GQO VORTAC, then via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

CHOO CHOO TRANSITION (GQO.VOLLS7): From over GQO VORTAC via GQO R-313 and BNA R-135 to VOLLS INT. Thence. . .

HINCH MOUNTAIN TRANSITION (HCH.VOLLS7): From over HCH VORTAC via HCH R-266 to VOLLS INT. Thence. . .

ROCKET TRANSITION (RQZ.VOLLS7): From over RQZ VORTAC via RQZ R-035 and BNA R-135 to VOLLS INT. Thence. . .

VOLUNTEER TRANSITION (VXV.VOLLS7): From over VXV VORTAC via VXV R-262 and BNA R-135 to VOLLS INT. Thence. . .

....TURBOJETS/TURBOPROPS; LANDING NORTH: From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT. **LANDING SOUTH:** From over VOLLS INT via BNA R-135 to PARKO. Thence heading 020° for vectors to final approach course. **NON-TURBINE; all runways:** From over VOLLS INT via BNA R-135 to BNA VORTAC. Expect vectors to final approach course passing VOLLS INT.

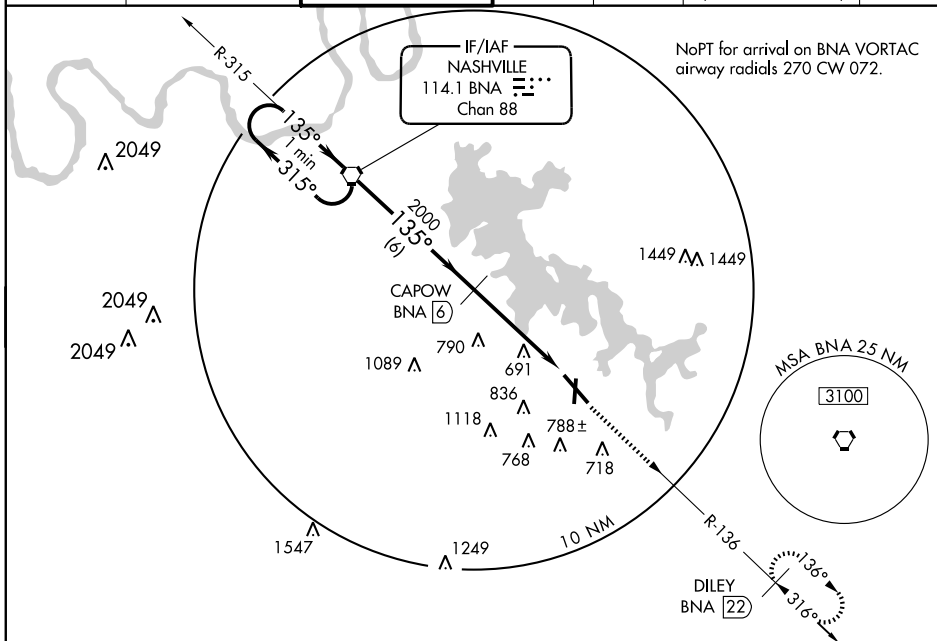
VORTAC BNA 114.1 Chan 88	APP CRS 135°	Rwy Idg 8048 TDZE 543 Apt Elev 543
--	------------------------	---

VOR/DME RWY 14
SMYRNA (MQY)

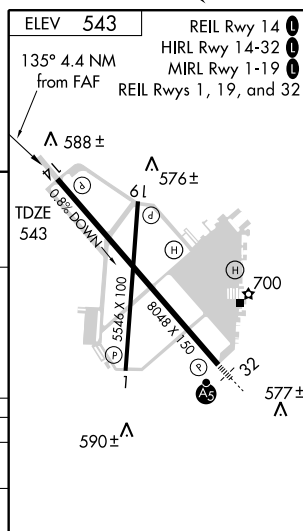
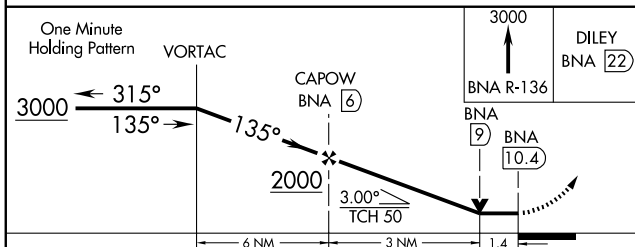
T Visibility reduction by helicopters NA. When local altimeter setting not received, use
A Nashville Intl altimeter setting and increase all MDA 40 feet, increase S-14 Cat C/D
and Circling Cat C visibility $\frac{1}{4}$ mile. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 via BNA VORTAC R-136 to DILEY 22 DME and hold.

ASOS 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1	GND CON 121.4	CLNC DEL 121.4	NASHVILLE CLNC DEL 121.7 (When tower closed)	UNICOM 122.95
-----------------	----------------------------------	--	------------------	-------------------	--	------------------



Maximum holding airspeed 200 KIAs.



VORTAC BNA 114.1 Chan 88	APP CRS 316°	Rwy Idg 8048 TDZE 517 Apt Elev 543
--	------------------------	---

VOR/DME RWY 32
SMYRNA (MQY)

T When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet, S-32 Cat C visibility $\frac{1}{4}$ mile and Circling Cat C visibility $\frac{1}{4}$ mile. VDP NA when using Nashville Intl altimeter setting.

MALSR
A5

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 180° and BNA R-136 to DILEY 22 DME and hold.

ASOS
119.125

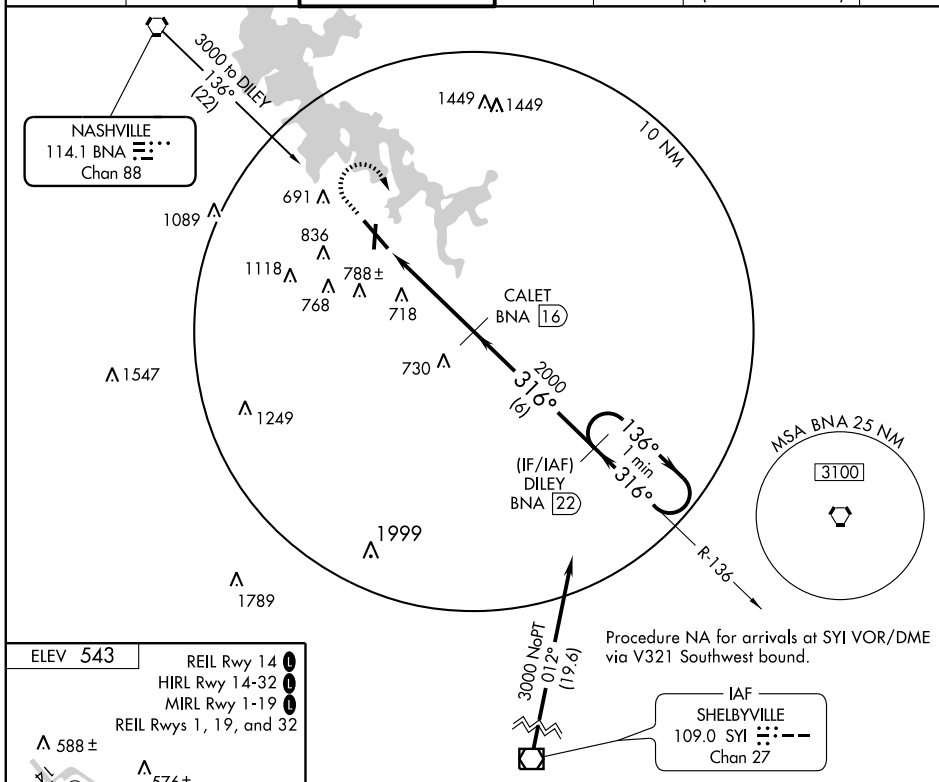
NASHVILLE APP CON
118.4 360.7

SMYRNA TOWER ★
118.5 (CTAF) **L** 233.1

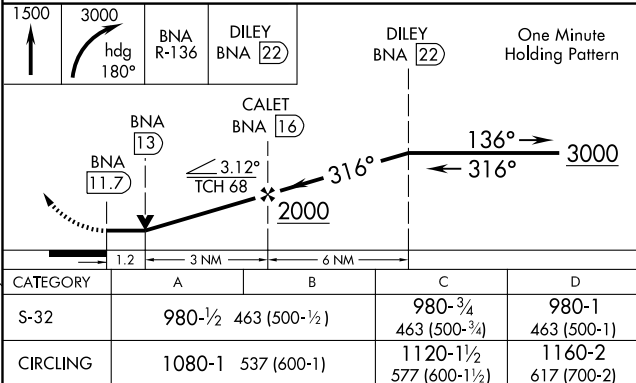
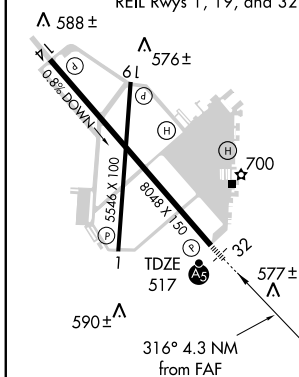
GND CON
121.4

CLNC DE
121.4

NASHVILLE CLNC DEL
121.7
(When tower closed)

UNICOM
122.95

ELEV 543	REIL Rwy 14	L
	HIRL Rwy 14-32	L
	MIRL Rwy 1-19	L
	REIL Rwy 1, 19, and 32	



NDB RWY 19

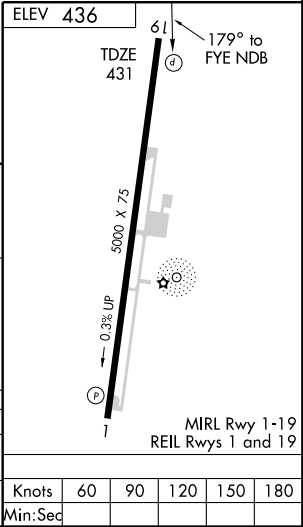
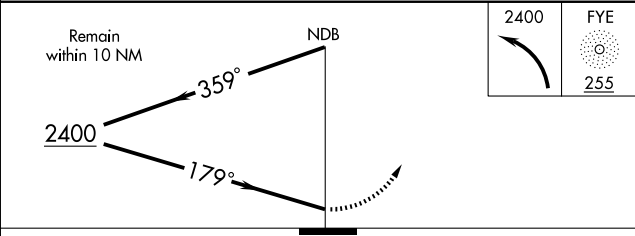
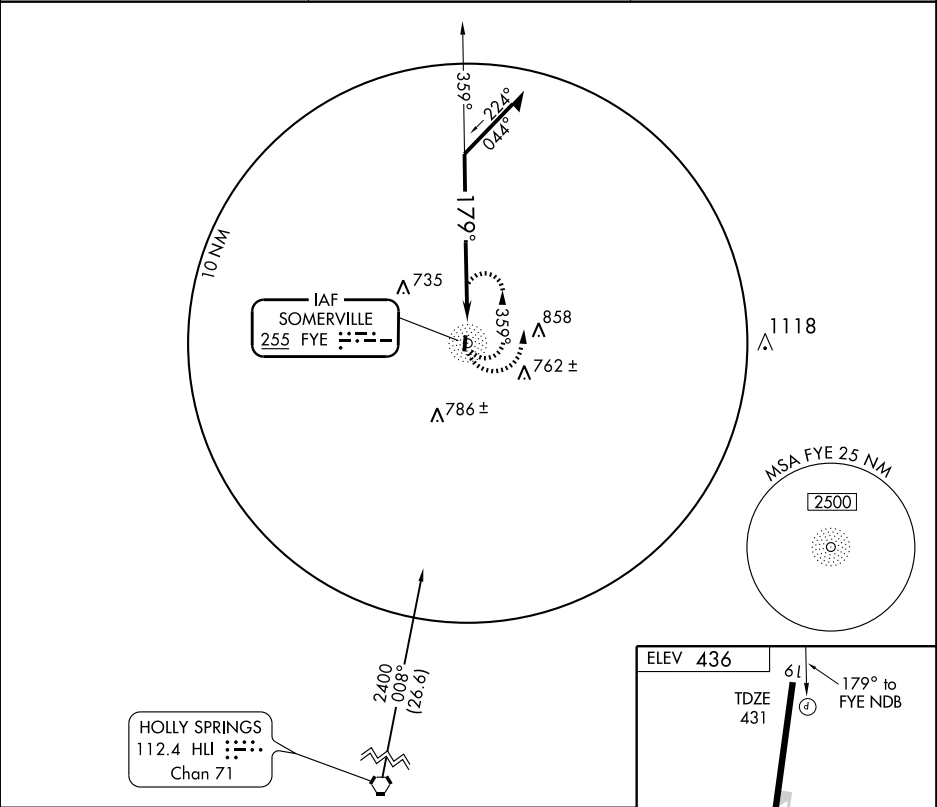
SOMERVILLE/FAYETTE COUNTY (FYE)

NDB FYE	APP CRS	Rwy Idg	5000
255	179°	TDZE	431
		Apt Elev	436



MISSED APPROACH: Climbing left turn to 2400 in FYE NDB holding pattern.

AWOS-3 119.875	MEMPHIS APP CON 125.8 338.3	CTAF 122.9
-------------------	--------------------------------	---------------



CATEGORY	A	B	C	D
S-19	1100-1 669 (700-1)		1100-1¾ 669 (700-1¾)	NA
CIRCLING	1100-1 664 (700-1)		1100-1¾ 664 (700-1¾)	NA

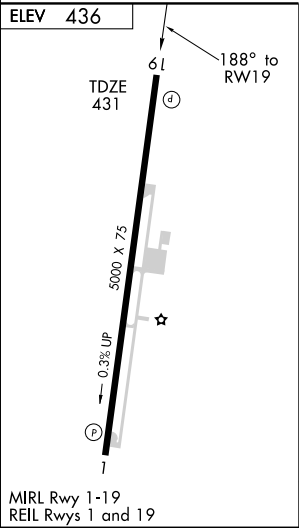
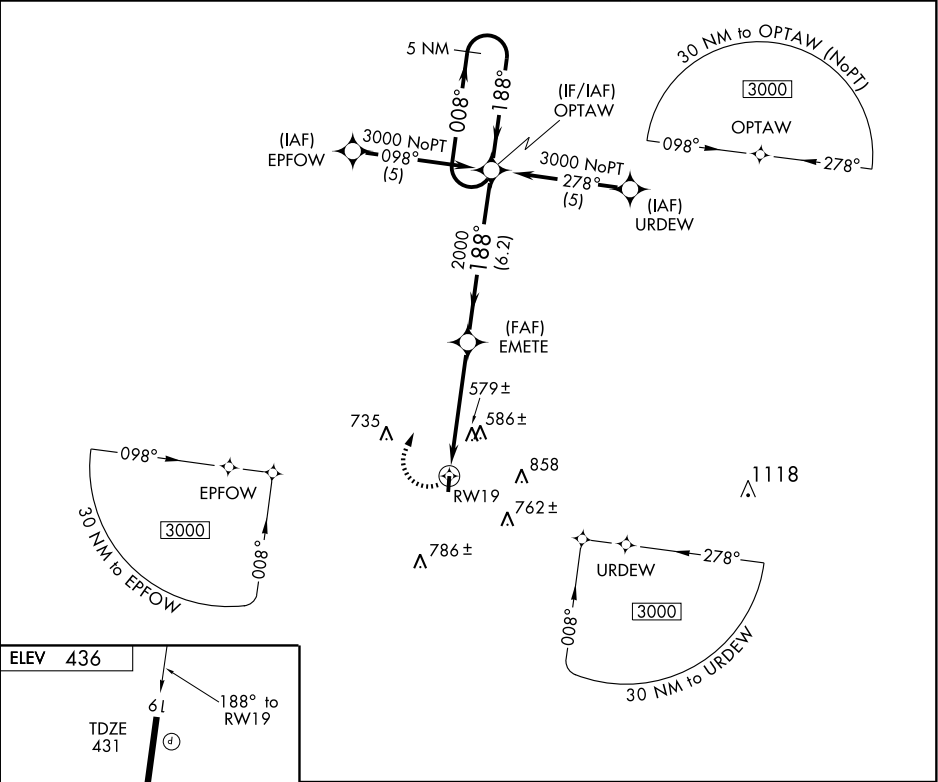
Knots	60	90	120	150	180
Min:Sec					

APP CRS	Rwy Idg	5000
188°	TDZE	431
	Apt Elev	436

RNAV (GPS) RWY 19
SOMERVILLE/FAYETTE COUNTY (FYE)

<p>▼ If local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDAs 100 feet. VDP NA when using Memphis Intl altimeter setting. DME/DME RNP-0.3 NA.</p> <p>▲ NA</p>	MISSED APPROACH: Climbing right turn to 3000 direct OPTAW and hold.
--	---

AWOS-3 119.875	MEMPHIS APP CON 125.8 338.3	CTAF 122.9
-------------------	--------------------------------	---------------



3000	OPTAW	5 NM Holding Pattern			
1.2 NM to RWY 19		EMETE	008° → 3000 ← 188°		
RWY 19		3.04° TCH 31	2000		
1.2		3.6 NM	6.2 NM		
CATEGORY	A	B	C	D	
LNAV MDA	840-1	409 (500-1)	840-1¼ 409 (500-1¼)	NA	
CIRCLING	900-1 464 (500-1)	920-1 484 (500-1)	920-1½ 484 (500-1½)	NA	

LOC/DME I-SRB	APP CRS	Rwy Idg	6005
110.1	038°	TDZE	1021
Chan 38		Apt Elev	1025

ILS or LOC RWY 4

SPARTA/UPPER CUMBERLAND RGNL (SRB)

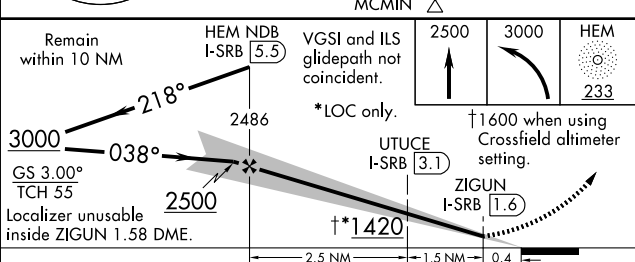
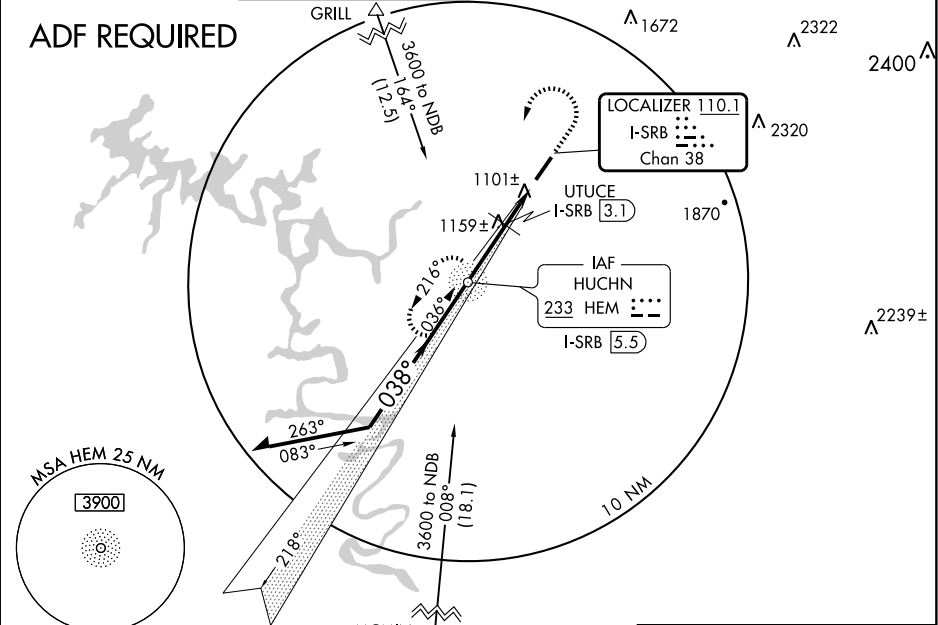
ADF REQUIRED. When local altimeter setting not received, use Crossfield altimeter setting and increase DA to 1393 and S-ILS 4 all Cats. visibility ½ mile. Increase all MDA 180 feet and S-LOC 4 Cat. C visibility ¾ mile, Cat. D ½ mile. Inoperative table does not apply to UTUCE FIX Cat. C minimums when using Crossfield altimeter setting.

ODALS

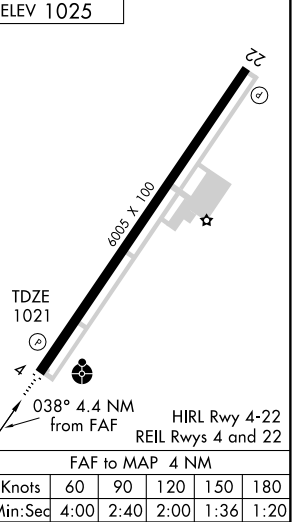


MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3 128.25	MEMPHIS CENTER 132.1 263.1	GCO 121.725	UNICOM 122.8 (CTAF) 0
------------------	-------------------------------	----------------	--------------------------



CATEGORY	A	B	C	D
S-ILS 4	1221-¾ 200 (200-¾)			
S-LOC 4	1420-¾ 399 (400-¾)			1420-1¼ 399 (400-1¼)
CIRCLING	1480-1	455 (500-1)	1480-1½ 455 (500-1½)	1580-2 555 (600-2)
UTUCE FIX MINIMUMS				
S-LOC 4	1360-¾ 339 (400-¾)			1360-1¼ 339 (400-1¼)
CIRCLING	1480-1	455 (500-1)	1480-1½ 455 (500-1½)	1580-2 555 (600-2)



NDB RWY 4

SPARTA / UPPER CUMBERLAND RGNL (SRB)

NDB HEM	APP CRS	Rwy Idg	6005
<u>233</u>	<u>036°</u>	TDZE	1021
		Apt Elev	1025

▼ Inoperative table does not apply to Cat. C. When local altimeter setting not received, use Crossfield altimeter setting and increase all MDA 180 feet. Increase S-4 Cat. C/D visibility ½ mile. Increase Circling Cat. C/D visibility ¼ mile.

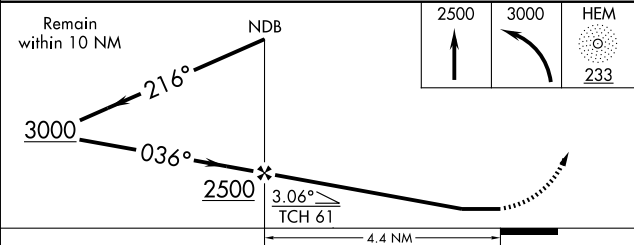
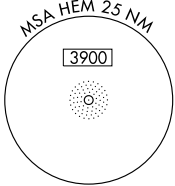
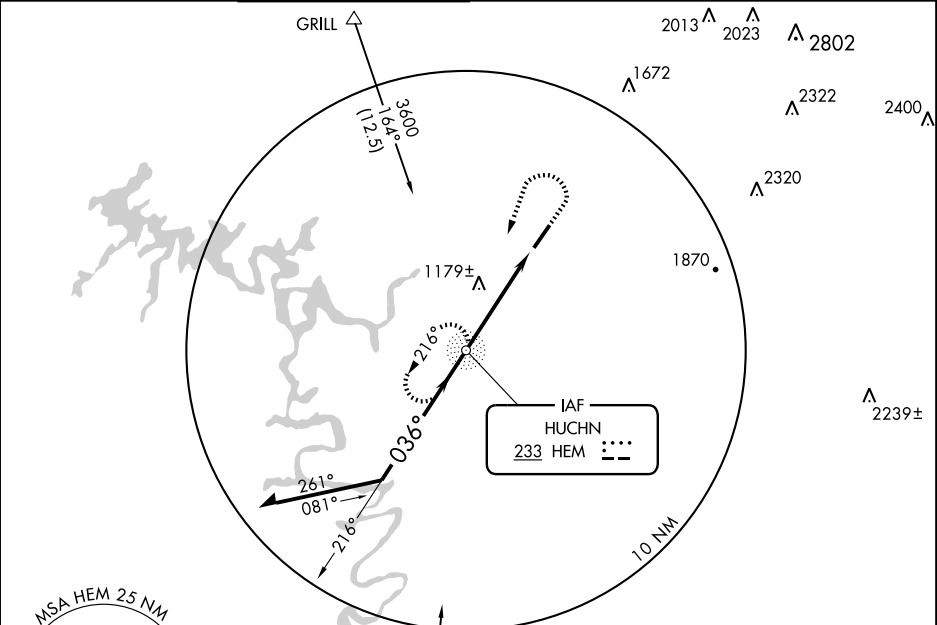
▲ NA

ODALS

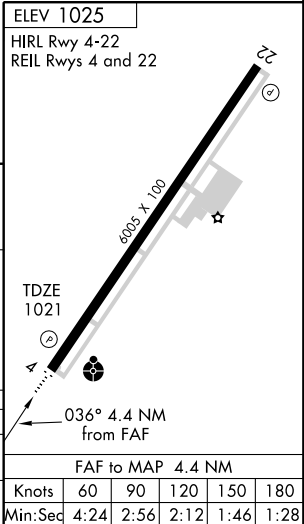


MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3 128.25	MEMPHIS CENTER 132.1 263.1	GCO 121.725	UNICOM 122.8 (CTAF)
-------------------------	--------------------------------------	-----------------------	-------------------------------



CATEGORY	A	B	C	D
S-4	1480-3/4	459 (500-3/4)	1480-1 1/4 459 (500-1 1/4)	1480-1 1/2 459 (500-1 1/2)
CIRCLING	1480-1	455 (500-1)	1480-1 1/2 455 (500-1 1/2)	1580-2 555 (600-2)



WAAS CH 82210 W04A	APP CRS 038°	Rwy Idg TDZE Apt Elev	6005 1021 1025
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 4

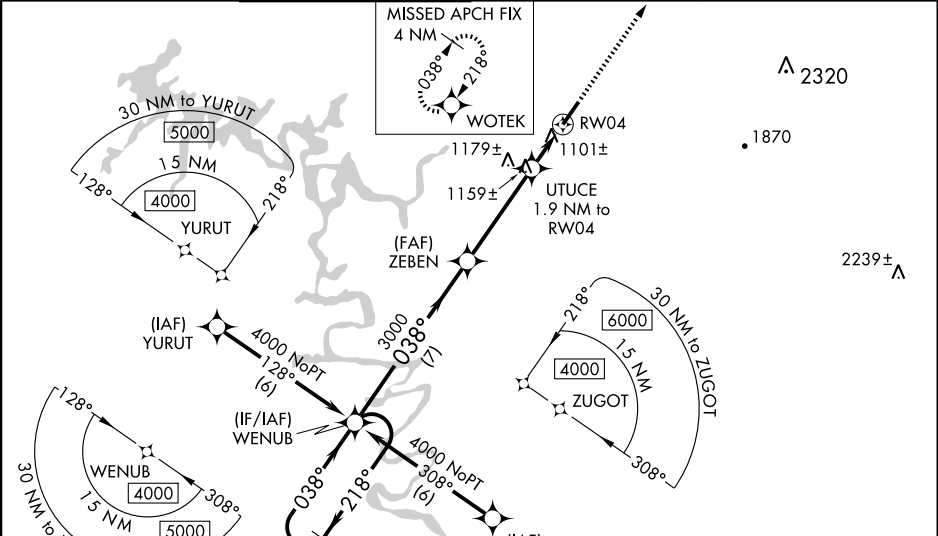
SPARTA / UPPER CUMBERLAND RGNL (SRB)

Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). Inoperative table does not apply to LNAV/VNAV all Cats. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1393 and all Cats. visibility ½ mile. Increase LNAV/VNAV DA to 1568 and all Cats. visibility ¾ mile. Increase all MDA 180 feet and LNAV Cat. C visibility ¾ mile, Cat. D ½ mile. Increase Circling Cat. C/D visibility ¼ mile. Inoperative table does not apply to LNAV Cat. C when using Crossville altimeter setting. VDP NA when using Crossville altimeter setting.

ODALS

MISSED APPROACH:
Climb to 4000 direct
WOTEK and hold.

AWOS-3 128.25	MEMPHIS CENTER 132.1 263.1	GCO 121.725	UNICOM 122.8 (CTAF)
-------------------------	--------------------------------------	-----------------------	-------------------------------



WENUB (NoPT)

(IAF)
ZUGOT

ELEV 1025

HIRL Rwy 4-22

REIL Rwys 4 and 22

4 NM Holding Pattern WENUB

4000 ← 218° 038° →

GS 3.00° TCH 55

ZEBEN 3000

UTUCE 1.9 NM to RW04

*1 NM to RW04

*1680

RW04

7 NM 4 NM 1 NM 1 NM

4000

WOTEK

*LNAV only

CATEGORY	A	B	C	D
LPV DA	1221- ³ / ₄ 200 (200- ³ / ₄)			
LNAV/VNAV DA	1396-1 ¹ / ₄ 375 (400-1 ¹ / ₄)			
LNAV MDA	1380- ³ / ₄ 359 (400- ³ / ₄)			1380-1 ¹ / ₄ 359 (400-1 ¹ / ₄)
CIRCLING	1480-1	455 (500-1)	1480-1 ¹ / ₂ 455 (500-1 ¹ / ₂)	1580-2 555 (600-2)

ELEV 1025

HIRL Rwy 4-22

REIL Rwys 4 and 22

6005 x 100

TDZE 1021

038° to RW04

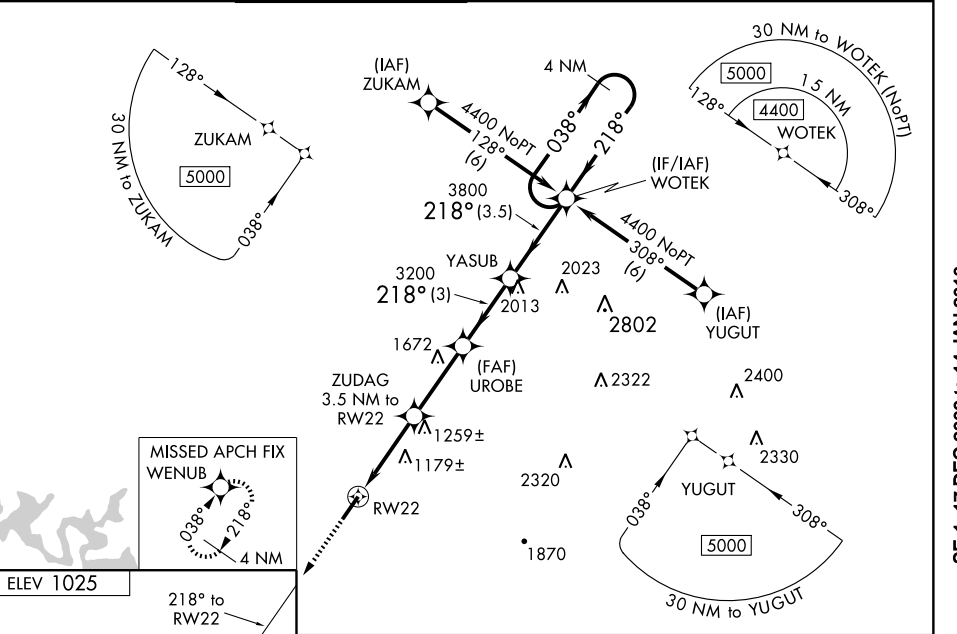
Λ 1117±

WAAS CH 82311 W22A	APP CRS 218°	Rwy Idg TDZE Apt Elev	6005 1025 1025
--	------------------------	-----------------------------	---

T Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1447, LNAV/VNAV DA to 1633. Increase LPV and LNAV/VNAV visibility ¾ mile. Increase all MDA 180 feet and LNAV Cat. C visibility ¼ mile, Cat. D ½ mile. Increase Circling Cat. C/D visibility ¼ mile. VDP NA when using Crossville altimeter setting.

MISSED APPROACH:
Climb to 4000 direct WENUB and hold.

AWOS-3 128.25	MEMPHIS CENTER 132.1 263.1	GCO 121.725	UNICOM 122.8 (CTAF)
-------------------------	--------------------------------------	-----------------------	-------------------------------



ELEV 1025		4000 WENUB		VGSI and RNAV glidepath not coincident.		4 NM Holding Pattern	
218° to RW22		* LNAV only		ZUDAG 3.5 NM to RW22		YASUB	
TDZE 1025		* 1.2 NM to RW22		UROBE 3200		WOTEK	
6005 x 100		RW22		* 2200		3800	
1081±		1.2 NM		2.3 NM		3 NM	
218°		3 NM		3 NM		3.5 NM	
038°		A		B		C	
218°		LPV DA		1275-¾		250 (300-¾)	
4400		LNAV/VNAV DA		1461-1½		436 (500-1½)	
GS 3.00°		LNAV MDA		1440-1		415 (500-1)	
TCH 55		CIRCLING		1480-1		455 (500-1)	
						1480-1½	
						455 (500-1½)	
						1580-2	
						555 (600-2)	

HIRL Rwy 4-22
REIL Rwy 4 and 22

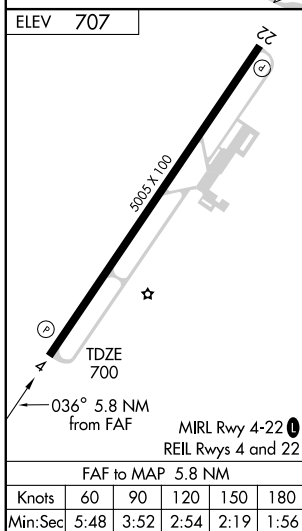
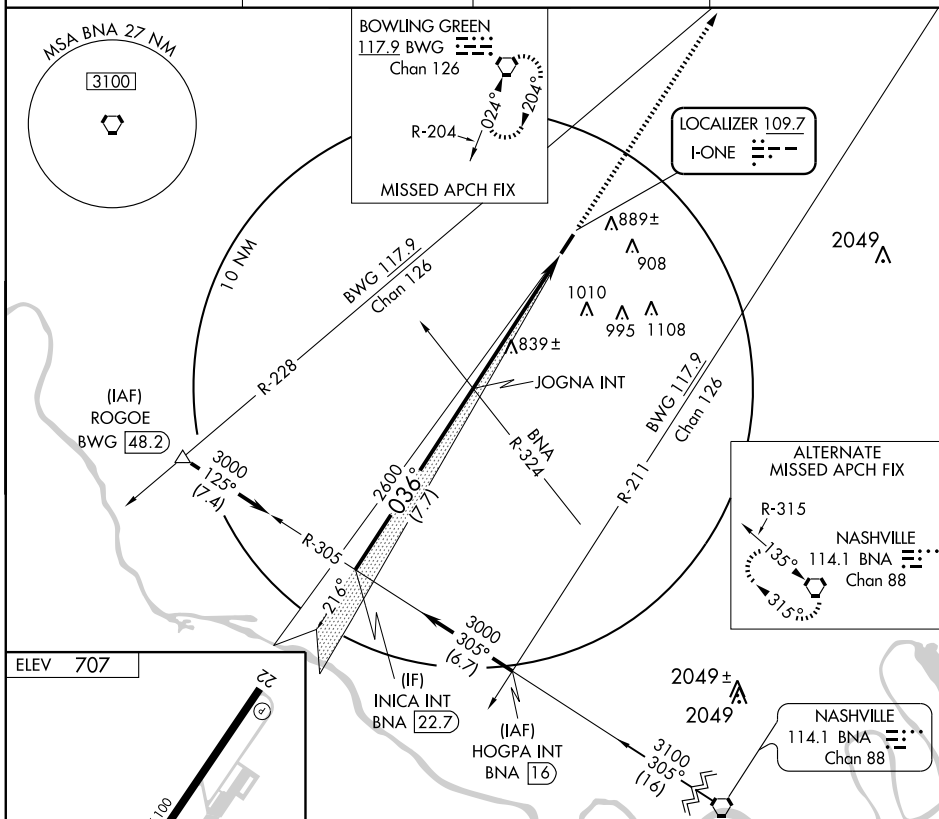
LOC I-ONE	APP CRS	Rwy Idg	5005
109.7	036°	TDZE	700
		Apt Elev	707

LOC RWY 4

SPRINGFIELD ROBERTSON COUNTY (M91)

<p>NA</p> <p>When local altimeter setting not received, use Nashville Int'l altimeter setting and increase all MDA 80 feet and increase S-4 and Circling Cats. C and D visibility ¼ mile. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct BWG VORTAC and hold.</p>
--	--

<p>AWOS-3</p> <p>120.675</p>	<p>NASHVILLE APP CON</p> <p>119.35 385.55</p>	<p>GCO</p> <p>121.725</p>	<p>UNICOM</p> <p>123.0 (CTAF) 0</p>
-------------------------------------	--	----------------------------------	--



	INICA INT BNA 22.7	VGSI and descent angles not coincident.	3000	BWG 117.9
	3000	JOGNA INT	2600	
	Procedure Turn NA	7.7 NM	5.8 NM	
CATEGORY	A	B	C	D
S-4	1100-1	400 (400-1)	1100-1½	400 (400-1½)
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)	1300-2 593 (600-2)

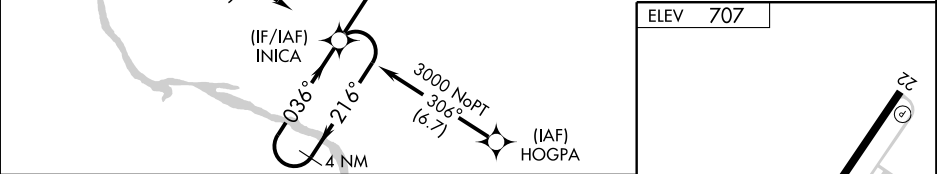
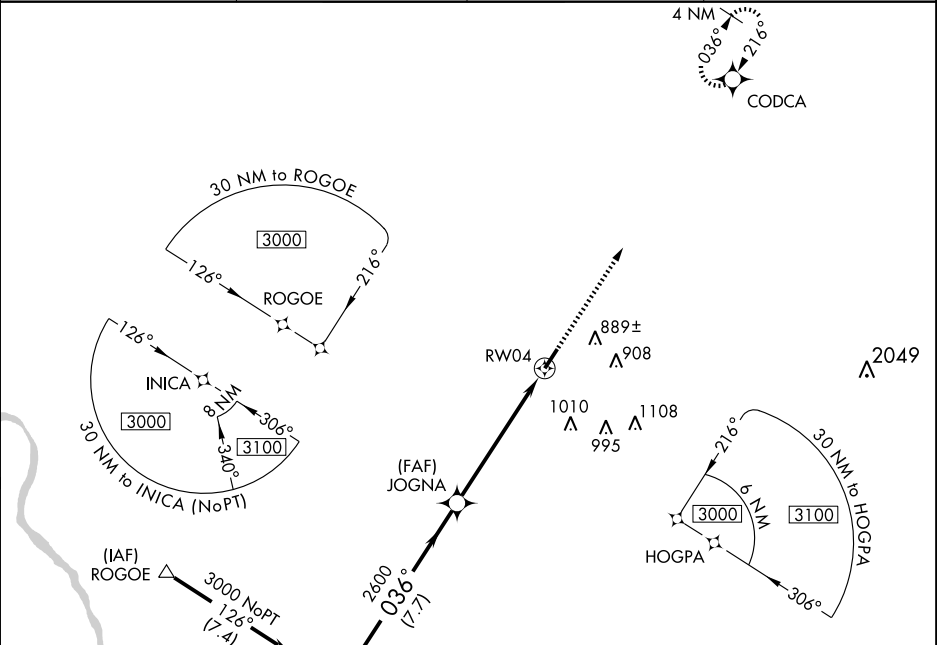
▼

▲ NA

If local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Nashville Intl altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CODCA and hold.

AWOS-3 120.675	NASHVILLE APP CON 119.35 385.55	GCO 121.725	UNICOM 123.0 (CTAF) 0
-------------------	------------------------------------	----------------	--------------------------



4 NM Holding Pattern					3000	CODCA
INICA					↑	✦
3000 ← 216°						
036° →						
VGSi and descent angles not coincident.						
INICA						
JOGNA						
2600						
1.1 NM to RW04						
RW04						
3.05° TCH 40						
7.7 NM						
4.7 NM						
1.1						
CATEGORY	A	B	C	D		
LNAV MDA	1100-1 400 (400-1)				1100-1¼ 400 (400-1¼)	
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)		593 (600-2)	

ELEV 707

MIRL Rwy 4-22 0
REIL Rwy 4 and 22

APP CRS	Rwy Idg	5005
216°	TDZE	707
	Apt Elev	707

RNAV (GPS) RWY 22

SPRINGFIELD ROBERTSON COUNTY (M91)

T DME/DME RNP-0.3 NA. If local altimeter setting not received,
A NA use Nashville Intl altimeter setting and increase all MDAs 80 feet.
VDP NA when using Nashville Intl altimeter setting.

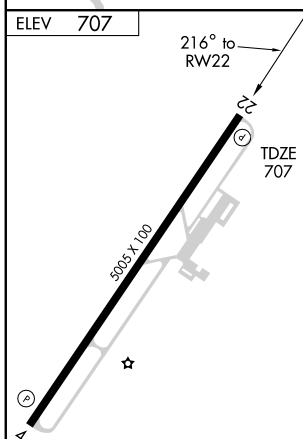
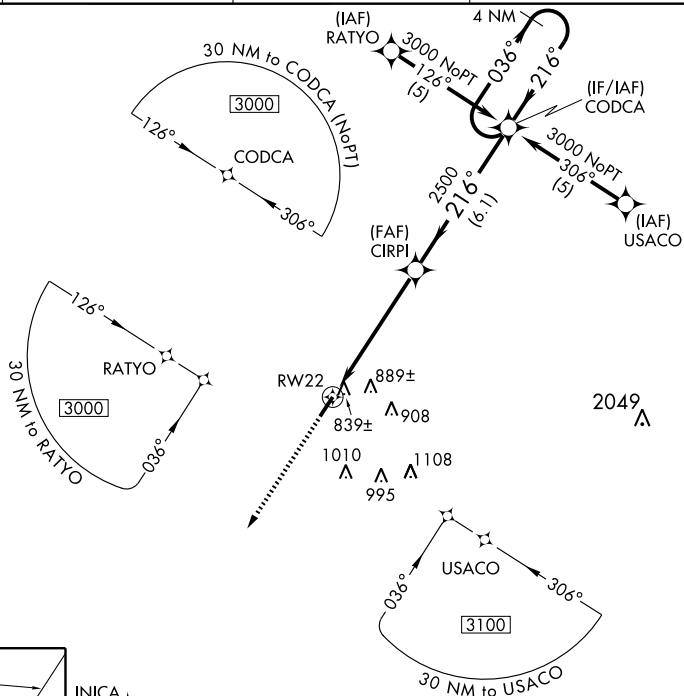
MISSED APPROACH: Climb to 3000 direct INCA and hold.

AWOS-3
120.675

NASHVILLE APP CON
119.35 385.55

GCO
121.725

UNICOM
123.0 (CTAF) **L**



MIRL Rwy 4-22 **L**
REIL Rwy 4 and 22

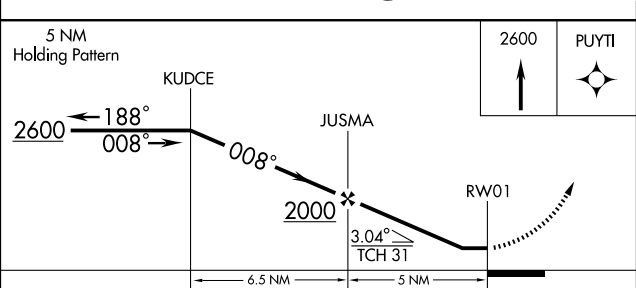
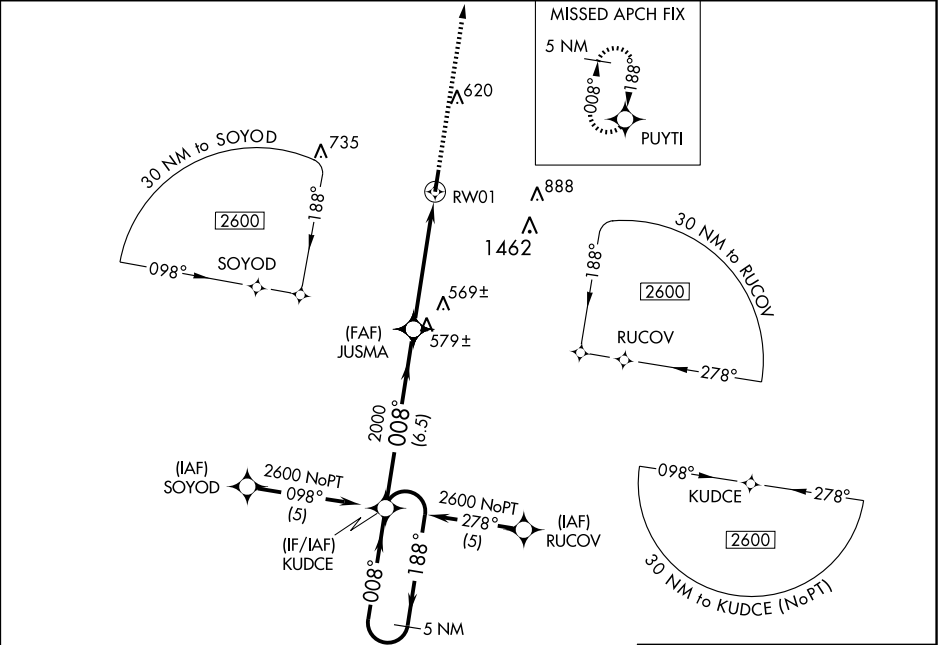
3000 ↑	INICA 	<p style="text-align: right;">4 NM Holding Pattern</p>				
		RW22	1.1 NM to RW22	CIRPI	CODCA	3000
		1.1 NM	4.3 NM	6.1 NM	VGSI and descent angles not coincident.	
		3.05° TCH 40°		216°	036°	216°
		2500				
CATEGORY	A	B	C	D		
LNAV MDA	1100-1 393 (400-1)				1100-1½ 393 (400-1½)	
CIRCLING	1140-1 433 (500-1)	1240-1 533 (600-1)	1240-1½ 533 (600-1½)	1300-2 593 (600-2)		

APP CRS	Rwy Idg	4800
008°	TDZE	359
	Apt Elev	359

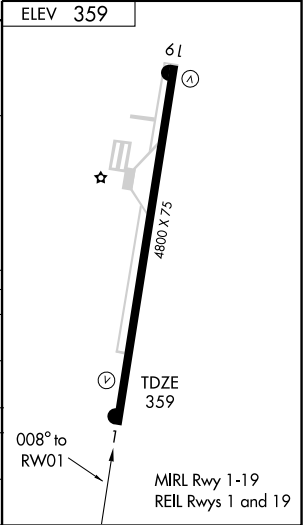
RNAV (GPS) RWY 1
TRENTON /GIBSON COUNTY (TGC)

<p>▼ ▲ NA</p> <p>Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting. Straight-in minimums NA at night. Circling to Rwy 1 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 2600 direct PUYTI and hold.</p>
--	--

<p>MEMPHIS CENTER 134.65 316.15</p>	<p>UNICOM 122.8 (CTAF)</p>
---	--------------------------------



CATEGORY	A	B	C	D
RNAV MDA	820-1 461 (500-1)	820-1¼ 461 (500-1¼)	820-1½ 461 (500-1½)	820-1¾ 461 (500-1¾)
CIRCLING	920-1 561 (600-1)	920-1½ 561 (600-1½)	920-2 561 (600-2)	920-2½ 561 (600-2½)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
RNAV MDA	880-1 521 (600-1)	880-1½ 521 (600-1½)	880-1¾ 521 (600-1¾)	880-2 521 (600-2)
CIRCLING	980-1 621 (700-1)	980-1½ 621 (700-1½)	980-2 621 (700-2)	980-2½ 621 (700-2½)



APP CRS	Rwy Idg	4800
188°	TDZE	357
	Apt Elev	359

RNAV (GPS) RWY 19

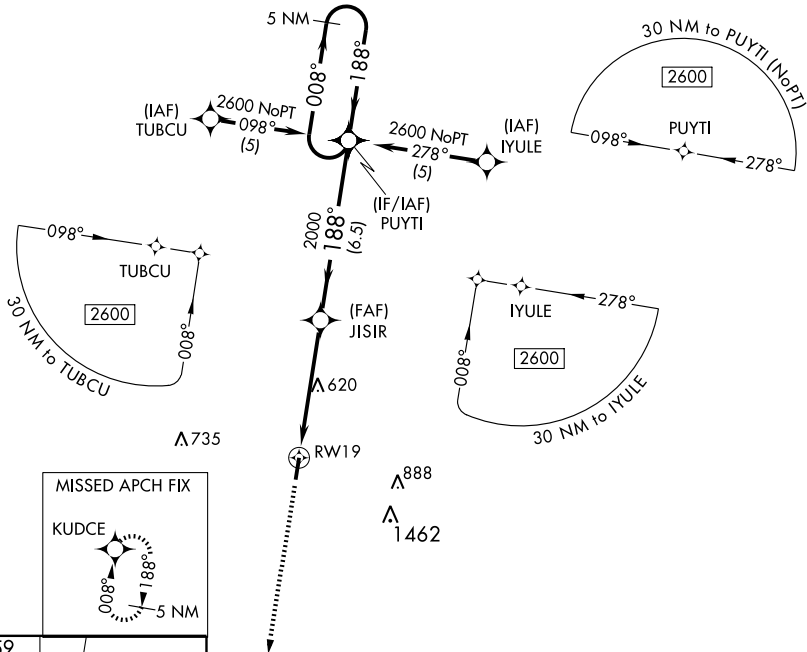
TRENTON /GIBSON COUNTY (TGC)

Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.
Circling to Rwy 1 NA at night. DME/DME RNP-0.3 NA.
VDP NA when using McKellar-Sipes Rgnl altimeter setting.

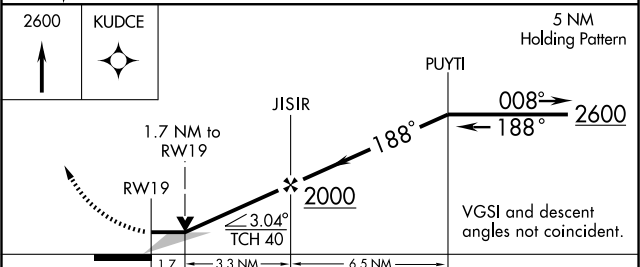
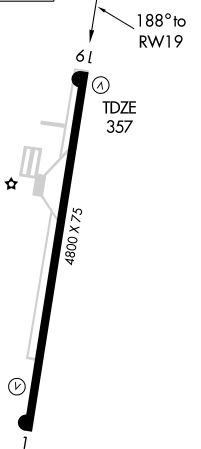
MISSED APPROACH: Climb to 2600 direct KUDCE and hold.

MEMPHIS CENTER
134.65 316.15

UNICOM
122.8 (CTAF)



ELEV 359



CATEGORY	A	B	C	D
LNAV MDA	920-1 563 (600-1)		920-1½ 563 (600-1½)	920-1¾ 563 (600-1¾)
CIRCLING	920-1 561 (600-1)		920-1½ 561 (600-1½)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	980-1 623 (700-1)		980-1¾ 623 (700-1¾)	980-2 623 (700-2)
CIRCLING	980-1 621 (700-1)		980-1¾ 621 (700-1¾)	980-2 621 (700-2)

▼

NA

Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting.

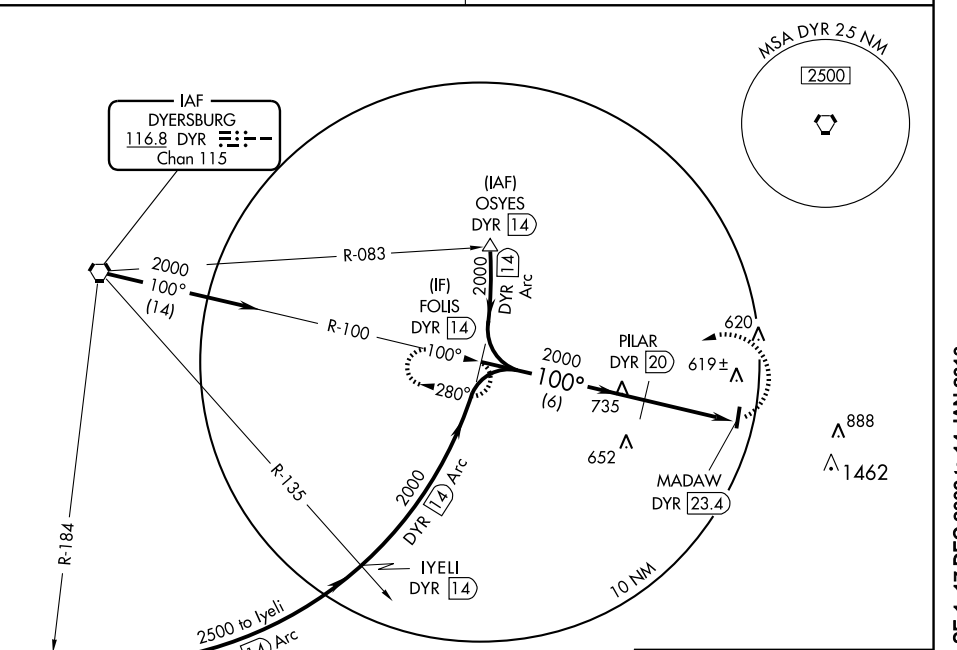
MISSED APPROACH: Climbing left turn to 2500 via DYR VORTAC R-100 to FOLIS/DYR 14 DME and hold.

MEMPHIS CENTER

134.65 316.15

UNICOM

122.8 (CTAF)



Procedure Turn NA

FOLIS DYR 14

PILAR DYR 20

MADAW DYR 23.4

2000

100°

2000

100°

6 NM

3.4 NM

ELEV 359

61

100° 3.4 NM from FAF

4800 X 75

1

MIRL Rwy 1-19

REIL Rws 1 and 19

CATEGORY	A	B	C	D
CIRCLING	920-1 561 (600-1)	920-1¼ 561 (600-1¼)	920-1½ 561 (600-1½)	920-2 561 (600-2)
MCKELLAR-SIPES RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	980-1 621 (700-1)	980-1¼ 621 (700-1¼)	980-1¾ 621 (700-1¾)	980-2 621 (700-2)

Knots

60 90 120 150 180

Min:Sec

SE-1, 17 DEC 2009 to 14 JAN 2010

ARNOLD AFB (AYX)

MISSED APPROACH: Turn left climbing to 3100 direct HASGO and hold.

ATIS/UNICOM ★
126.2 257.975

FOR MILITARY
USE ONLY

CATEGORY	A	B	C	D
LNAV MDA	1500-1 435 (500-1)	1500-1½ 435 (500-1½)	1500-1½ 435 (500-1½)	1500-1½ 435 (500-1½)
CIRCLING *	1500-1 435 (500-1)	1520-1½ 455 (500-1½)	1740-2½ 675 (700-2½)	1740-2½ 675 (700-2½)

APCH CRS **207°** Rwy Idg **6000**
 TDZE **1065**
 Arpt Elev **1065**

AL-5731 [USAF]

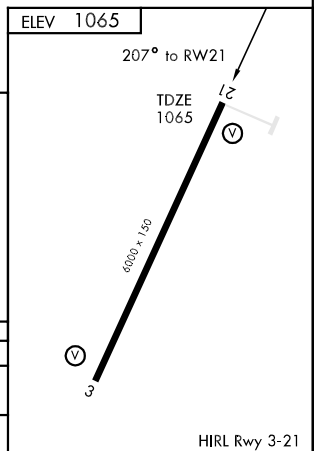
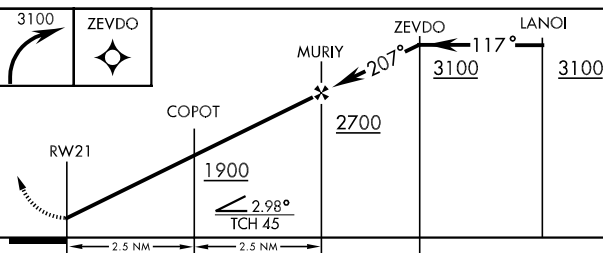
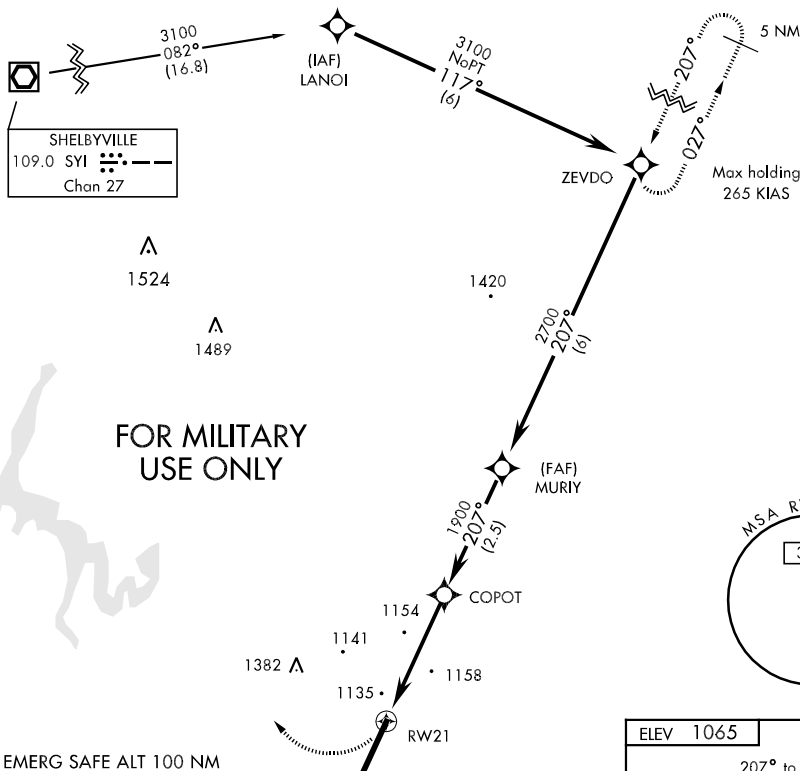
ARNOLD AFB (AYX)

* Circling not authorized W of Rwy 3-21.
 DME/DME RNP-0.3 NA

MISSED APPROACH: Turn right climbing to
 3100 direct ZEVD0 and hold.

MEMPHIS CENTER
126.75 353.5

ATIS/UNICOM ★
126.2 257.975



CATEGORY	A	B	C	D
RNAV MDA	1500-1	435 (500-1)	1500-1½ 435 (500-1½)	1500-1½ 435 (500-1½)
CIRCLING *	1500-1	435 (500-1)	1520-1½ 455 (500-1½)	1740-2¼ 675 (700-2¼)

VOR UXM
109.65APCH CRS
088°Rwy Idg **6000**
TDZE **1065**
Arpt Elev **1065**

AL-5731 [USAF]

ARNOLD AFB (AYX)

MISSED APPROACH: Climb to 2100. Then turn left direct UXM VOR and hold. Maintain 3400.

MEMPHIS CENTER
126.75 353.5ATIS/UNICOM ★
126.2 257.975SHELBYVILLE
109.0 SYI ---
Chan 27FOR MILITARY
USE ONLYΛ
14213400
142°
(14.4)IAF
TULLAHOMA
109.65 UXM ---

Λ 1749

Λ 1232

Λ 1382

1158

Λ 1381

Λ 1430

1125

088°
268°Λ
1291EMERG SAFE ALT 100 NM
5600 FROM UXM

ELEV 1065

HIRL Rwy 3-21

12

V

6000 x 150

088° from FAF

V

3

TDZE
1065One Minute
Holding Pattern

VOR

3400

268°

088°

088°

2100

3400

UXM

MSA UXM 2.5 NM

3500



10 NM

FAF to MAP 7.6 NM

Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

CATEGORY	A	B	C	D
CIRCLING	1740-1 675 (700-1)	1740-2 675 (700-2)	1740-2 1/4 675 (700-2 1/4)	

TULLAHOMA, TENNESSEE

35°24'N-86°05'W

ARNOLD AFB (AYX)

NA

If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Inoperative table does not apply to Cat C.

ODALS

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYI R-155 to SYI VOR/DME and hold.

AWOS-3 128.325	MEMPHIS CENTER 126.75 353.5	UNICOM 123.0 (CTAF) 0
-------------------	--------------------------------	--------------------------

CATEGORY	A	B	C	D
S-18	1540-3/4 458 (500-3/4)	1540-1 458 (500-1)	1540-1 458 (500-1)	1540-1 458 (500-1)
CIRCLING	1540-1 457 (500-1)	1540-1 457 (500-1)	1540-2 557 (600-2)	1540-2 557 (600-2)

MIRL Rwy 18-36 0

REIL Rwy 18 and 36

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-1, 17 DEC 2009 to 14 JAN 2010

APP CRS	Rwy Idg	5500
061°	TDZE	1082
	Apt Elev	1083

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

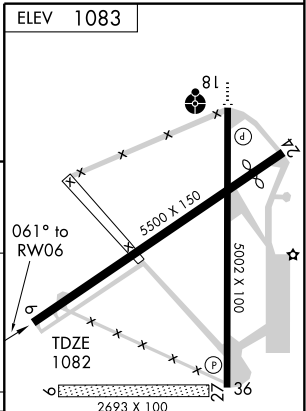
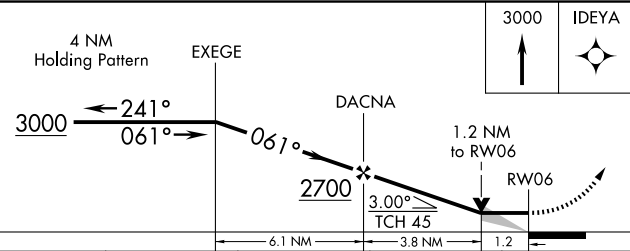
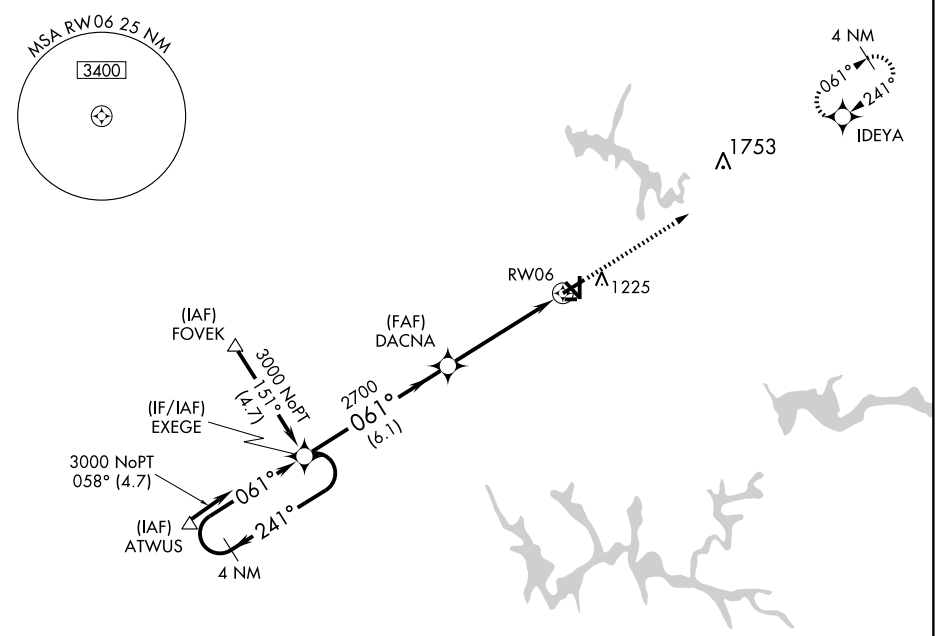
▼

▲ NA

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 3000 direct IDEYA and hold.

AWOS-3 128.325	MEMPHIS CENTER 126.75 353.5	UNICOM 123.0 (CTAF) 0
-------------------	--------------------------------	--------------------------



CATEGORY	A	B	C	D
LNAV MDA	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

ELEV 1083

MIRL Rwy 18-36 0

REIL Rwy 18 and 36

SE-1, 17 DEC 2009 to 14 JAN 2010

▼

▲ NA

DME/DME RNP-0.3 NA. Inoperative table does not apply. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

ODALS

●

⋮

MISSED APPROACH:
Climb to 3300 direct
KOJAK and hold.

AWOS-3 128.325	MEMPHIS CENTER 126.75 353.5	UNICOM 123.0(CTAF) 0
-------------------	--------------------------------	-------------------------

CATEGORY	A	B	C	D
LNAV MDA	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½	1640-2
			457 (500-1½)	557 (600-2)

MIRL Rwy 18-36 0

REIL Rws 18 and 36

SE-1, 17 DEC 2009 to 14 JAN 2010

▼

▲

NA

DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night. If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. VDP NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 3000 direct EXEGE and hold.

AWOS-3 128.325	MEMPHIS CENTER 126.75 353.5	UNICOM 123.0 (CTAF)
-------------------	--------------------------------	------------------------

Key features of the main chart:

- Keyse (IAF)**: 3500 MSL, 082° heading, 14.5 NM from SYI.
- IDEYA (IF/IAF)**: 3500 MSL, 061° heading, 4 NM from Keyse.
- Husku (FAF)**: 2700 MSL, 241° heading, 6.1 NM from IDEYA.
- RW24**: 1209± MSL, 1225 MSL, 1753 MSL.
- EXEGE**: 061°/241° holding pattern, 4 NM from IDEYA.
- MSA RW 24 25 NM**: 3400 MSL.
- Other points**: 2109 MSL, 3208 MSL, 3328 MSL.

Key features of the profile view:

- 3000**: Minimum altitude for missed approach.
- EXEGE**: Holding pattern.
- HUSKU**: 2700 MSL, 241° heading.
- IDEYA**: 3500 MSL, 061° heading.
- Distances**: 1.2 NM to RW24, 3.8 NM, 6.1 NM.
- Gradients**: 3.00%, TCH 45.

CATEGORY	A	B	C	D
LNAV MDA	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

Key features of the detailed approach:

- Final Approach**: 5500 X 150, 5002 X 100, 2693 X 100.
- Runway**: 241° to RW24, TDZE 1082.
- Obstacles**: 81, 36, 30.
- Missed Approach**: 3000, 3600, 3800, 4000, 4200, 4400, 4600, 4800, 5000, 5200, 5400, 5600, 5800, 6000, 6200, 6400, 6600, 6800, 7000, 7200, 7400, 7600, 7800, 8000, 8200, 8400, 8600, 8800, 9000, 9200, 9400, 9600, 9800, 10000.

MIRL Rwy 18-36
REIL Rws 18 and 36

SE-1, 17 DEC 2009 to 14 JAN 2010

VOR UXM
109.65

APP CRS
069°

Rwy Idg
TDZE
Apt Elev
5500
1082
1083

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

▼

▲ NA

If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night. CEGKA Fix minimums NA when using Nashville altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.

AWOS-3
128.325

MEMPHIS CENTER
126.75 353.5

UNICOM
123.0 (CTAF) 1

Remain within 10 NM

VOR

2800

249°

069°

CEGKA

3.07°

TCH 45

1580

1.8 NM

2000

3000

SYI

109.0

CATEGORY	A	B	C	D
S-6	1580-1	498 (500-1)	1580-1¼ 498 (500-1¼)	1580-1½ 498 (500-1½)
CIRCLING	1580-1	497 (500-1)	1580-1½ 497 (500-1½)	1640-2 557 (600-2)
CEGKA FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-6	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

ELEV 1083

81

5500 X 150

5002 X 100

2693 X 100

36

069° to VOR

TDZE 1082

MIRL Rwy 18-36 1
REIL Rws 18 and 36

SE-1, 17 DEC 2009 to 14 JAN 2010

▼

▲ NA

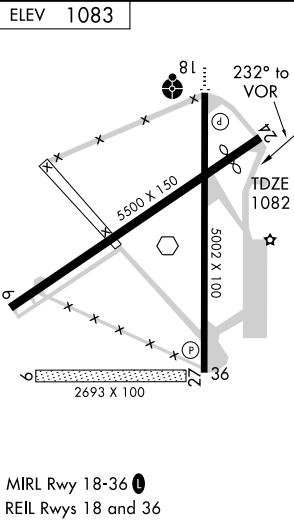
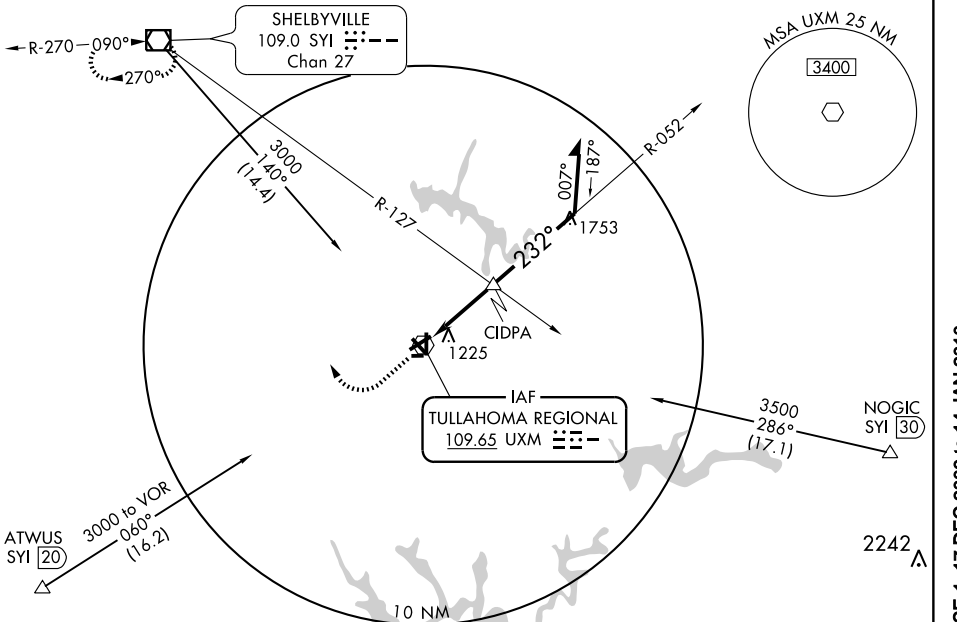
If local altimeter setting not received, use Nashville altimeter setting and increase all MDAs 200 feet. Straight-in minimums NA at night. Circling to Rwy 9-27 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct SYI VOR/DME and hold.

AWOS-3 128.325

MEMPHIS CENTER 126.75 353.5

UNICOM 123.0 (CTAF) 0



	2000	3000	SYI 109.0	
	↑	↷		
				VOR
				052°
				2800
				CIDPA
				2.98° TCH 45
				232°
				*2060
				3.3 NM
				Remain within 10 NM
				*2260 when using Nashville altimeter setting.
CATEGORY	A	B	C	D
S-24	2060-1¼ 978 (1000-1¼)	2060-1½ 978 (1000-1½)	2060-3	978 (1000-3)
CIRCLING	2060-1¼ 977 (1000-1¼)	2060-1½ 977 (1000-1½)	2060-3	977 (1000-3)
CIDPA FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-24	1500-1	418 (500-1)	1500-1¼	418 (500-1¼)
CIRCLING	1540-1	457 (500-1)	1540-1½ 457 (500-1½)	1640-2 557 (600-2)

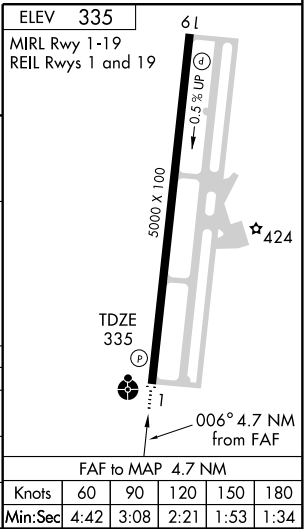
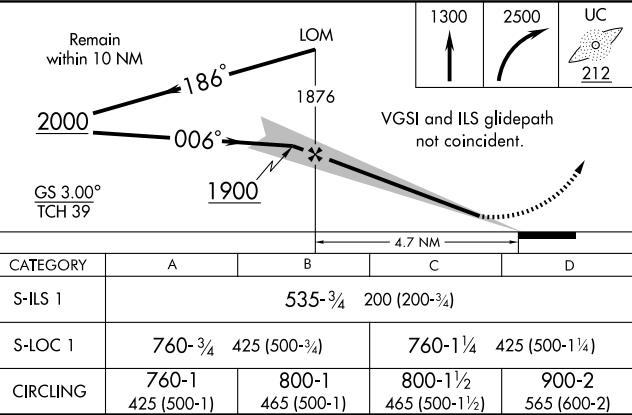
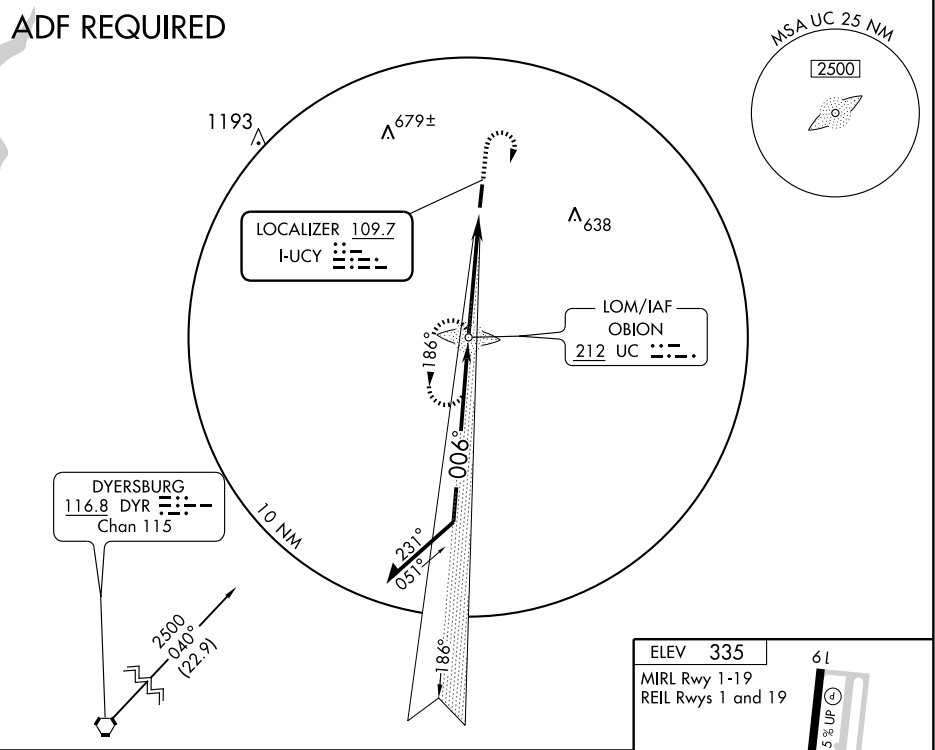
SE-1, 17 DEC 2009 to 14 JAN 2010

LOC I-UCY	APP CRS	Rwy Idg	5000
109.7	006°	TDZE	335
		Apt Elev	335

UNION CITY/EVERETT-STEWART RGNL (UCY)

<div><div>▼</div><div>NA</div></div> <div>Inoperative table does not apply to S-LOC 1 Cat. C.</div>	<div>ODALS</div> <div><div>●</div><div>⋮</div></div>	MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct OBION LOM and hold.
---	--	---

AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) ①
-------------------	---------------------------------	--------------------------



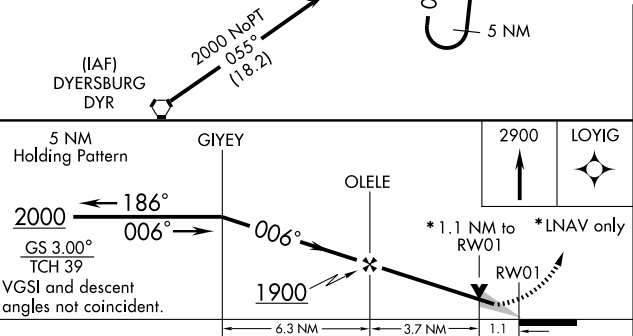
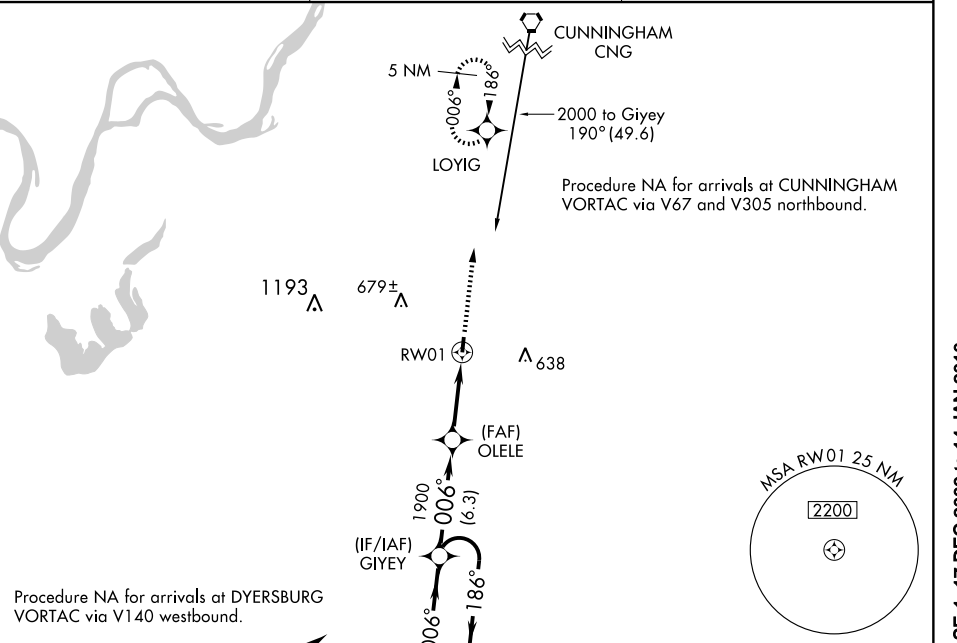
WAAS CH 40099 W01A	APP CRS 006°	Rwy Idg TDZE Apt Elev	5000 335 335
--	------------------------	-----------------------------	---

ODALS

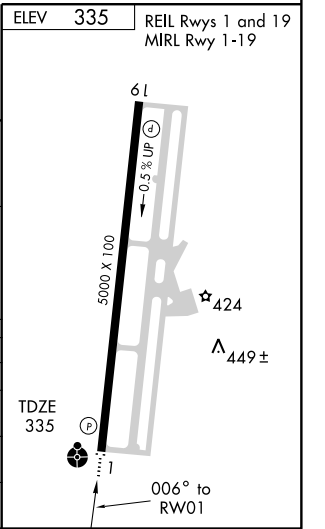
MISSED APPROACH: Climb to 2900 direct LOYIG and hold.

⚠ DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV.
⚠ If local altimeter setting not received, use Dyersburg Rgnl altimeter setting and increase all DA/MDAs 80 feet.
VDP NA with Dyersburg Rgnl altimeter setting.

AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
--------------------------	--	---------------------------------



CATEGORY	A	B	C	D
LPV DA	585-3/4 250 (300-3/4)			
LNAV/VNAV DA	NA			
LNAV MDA	700-3/4 365 (400-3/4)		700-1/4 365 (400-1/4)	
CIRCLING	760-1 425 (500-1)	800-1 465 (500-1)	800-1 1/2 465 (500-1 1/2)	900-2 565 (600-2)



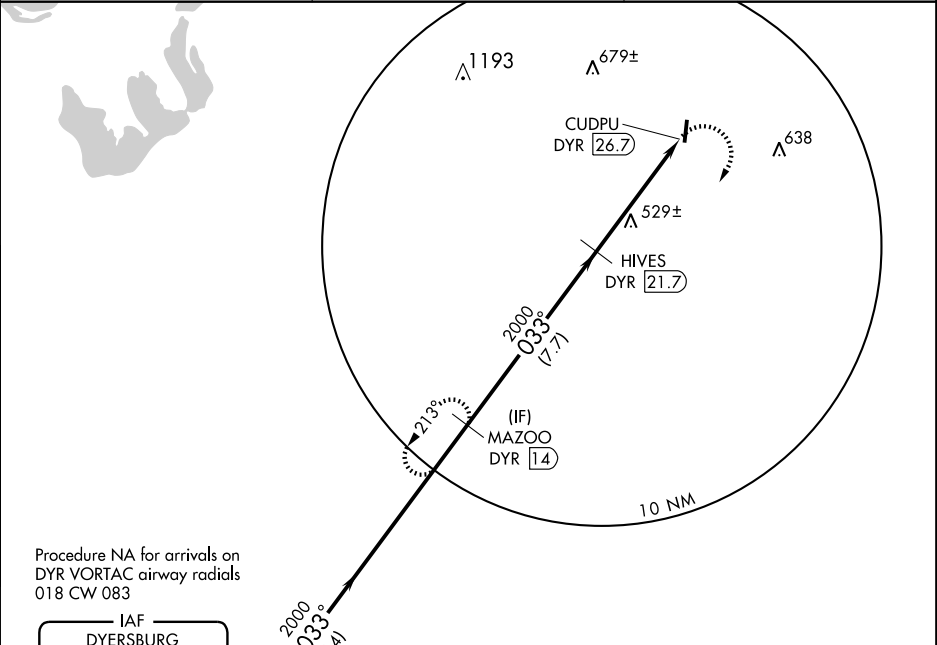
VORTAC DYR	APP CRS	Rwy Idg	N/A
116.8	033°	TDZE	N/A
Chan 115		Apt Elev	335

UNION CITY/EVERETT-STEWART RGNL (UCY)

When local altimeter setting not received, use Dyersburg Rgnl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2500 via DYR VORTAC R-033 to MAZOO/14 DME and hold.

AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF)
-------------------	---------------------------------	------------------------



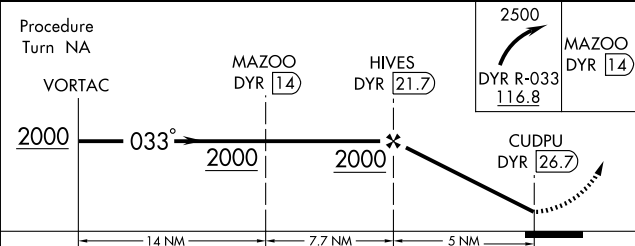
Procedure NA for arrivals on DYR VORTAC airway radials 018 CW 083

IAF
DYERSBURG
116.8 DYR
Chan 115

MSA DYR 28 NM
2500

ELEV 335
REIL Rwy 1 and 19
MIRL Rwy 1-19

61
5000 X 100
0.5% Up
424



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	780-1 445 (500-1)	800-1¼ 465 (500-1¼)	800-1½ 465 (500-1½)	900-2 565 (600-2)	Min:Sec					

▼

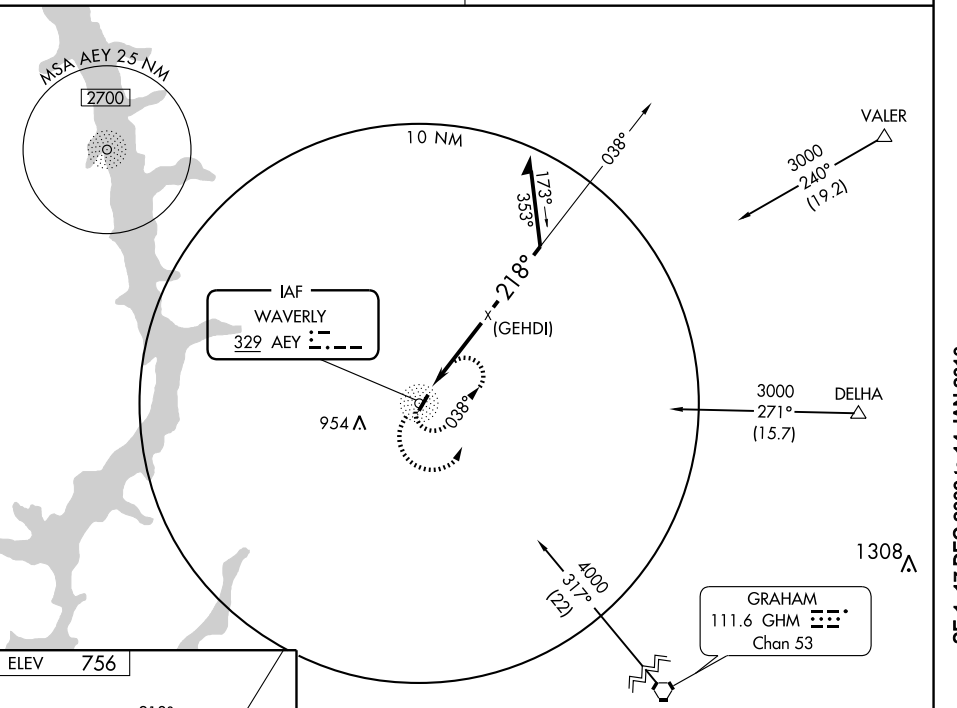
NA

Obtain local altimeter on CTAF, when not received, use Nashville altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 direct AEY NDB and hold.

MEMPHIS CENTER
125.85 379.25

UNICOM
122.8 (CTAF)



218° to NDB

TDZE 755

4000 X 75

0.6% UP

12

3

1800

2500

AEY 329

NDB

038°

218°

2500

GEHDI

4 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S-21	1320-1	565 (600-1)	1320-1½ 565 (600-1½)	1320-1¾ 565 (600-1¾)
CIRCLING	1320-1	564 (600-1)	1320-1½ 564 (600-1½)	1320-2 564 (600-2)

NASHVILLE ALTIMETER SETTING MINIMUMS

S-21	1500-1 745 (800-1)	1500-1¼ 745 (800-1¼)	1500-2¼ 745 (800-2¼)	1500-2½ 745 (800-2½)
CIRCLING	1500-1 744 (800-1)	1500-1¼ 744 (800-1¼)	1500-2¼ 744 (800-2¼)	1500-2½ 744 (800-2½)

MIRL Rwy 3-21

SE-1, 17 DEC 2009 to 14 JAN 2010

VORTAC GHM
111.6
Chan **53**

APP CRS
318°

Rwy Idg	
TDZE	
Apt Elev	

NA
NA
756

VOR/DME or GPS-A

WAVERLY/HUMPHREYS COUNTY (0M5)

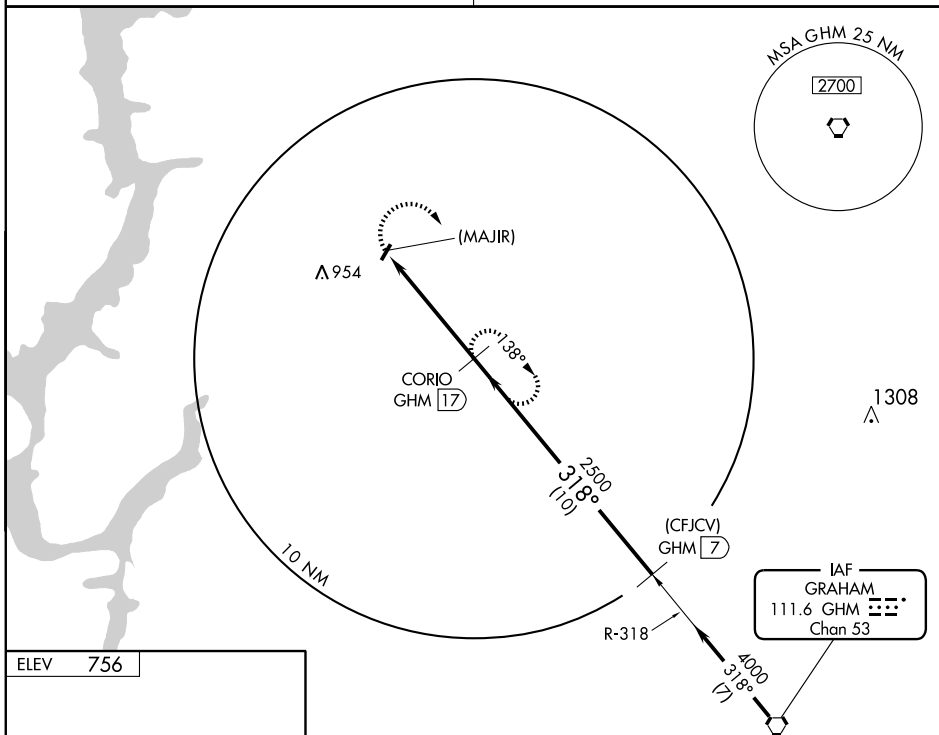


Obtain local altimeter on CTAF, if not received, use Nashville altimeter setting.

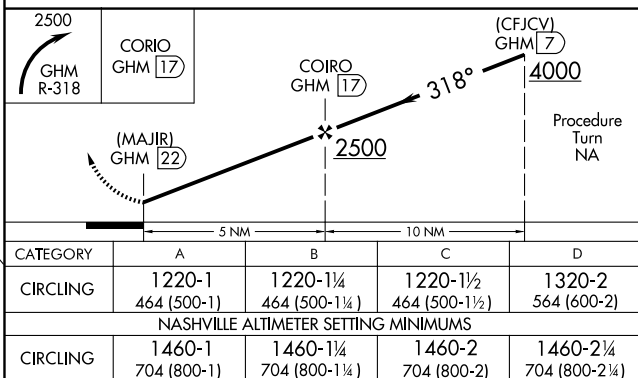
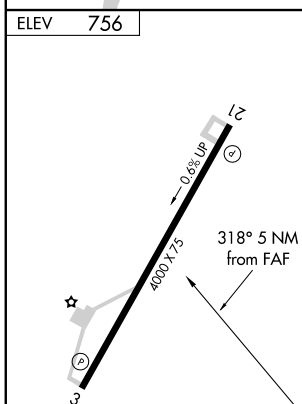
MISSED APPROACH: Climbing right turn to 2500 via
GHM R-318 to CORIO 17 DME and hold.

MEMPHIS CENTER
125.85 379.25

UNICOM
122.8 (CTAF)



SE-1. 17 DEC 2009 to 14 JAN 2010



MIRL Rwy 3-21

NDB RWY 18

WINCHESTER MUNI (BGF)

NDB BGF	APP CRS	Rwy Idg	5002
<u>263</u>	191°	TDZE	971
		Apt Elev	979

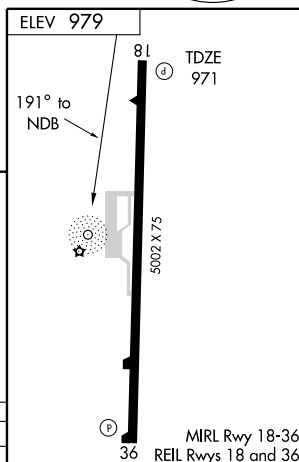
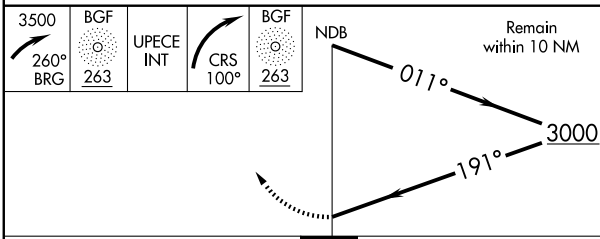
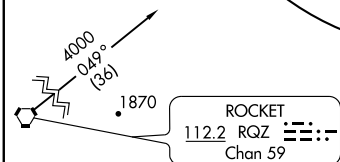
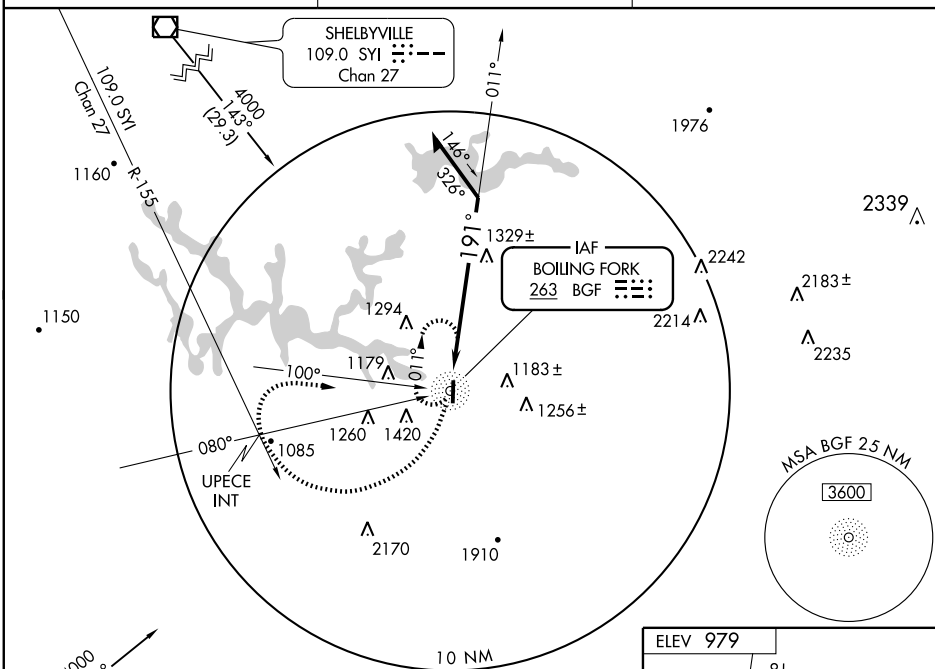
MISSED APPROACH: Climbing right turn to 3500 via 260° bearing from BGF NDB to UPECE INT then right turn via 100° course to BGF NDB and hold.

When local altimeter setting not received, use Chattanooga altimeter setting and increase all MDA 160 feet. Visibility reduction by helicopters NA. Increase S-18 and circling visibility ¼ mile Cat. B, ½ mile Cat. C and D.

AWOS-3
121.675

MEMPHIS CENTER
126.75 353.5

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-18	1680-1	709 (800-1)	1680-2 709 (800-2)	1680-2¼ 709 (800-2¼)
CIRCLING	1680-1	701 (800-1)	1680-2 701 (800-2)	1780-2½ 801 (900-2½)

Knots	60	90	120	150	180
Min:Sec					

▼

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chattanooga altimeter setting and increase all MDA 160 feet, increase LNAV and circling Cat. C and Cat. D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 4000 direct ZEDUX and hold.

AWOS-3 121.675	MEMPHIS CENTER 126.75 353.5	UNICOM 122.8 (CTAF)
-------------------	--------------------------------	------------------------

4000

ZEDUX

TECUG

5 NM Holding Pattern

005° → 4000

← 185°

VGSI and descent angles not coincident.

WANUG 2.5 NM to RW18

≤ 3.05° TCH 45°

2900

1820

2.5 NM

3.3 NM

7 NM

CATEGORY	A	B	C	D
LNAV MDA	1420-1	449 (500-1)	1420-1¼ 449 (500-1¼)	1420-1½ 449 (500-1½)
CIRCLING	1460-1	481 (500-1)	1540-1½ 561 (600-1½)	1780-2½ 801 (900-2½)

ELEV 979

185° to RW18

TDZE 971

81

5002 X 75

36

MIRL Rwy 18-36

REIL Rws 18 and 36

SE-1, 17 DEC 2009 to 14 JAN 2010

